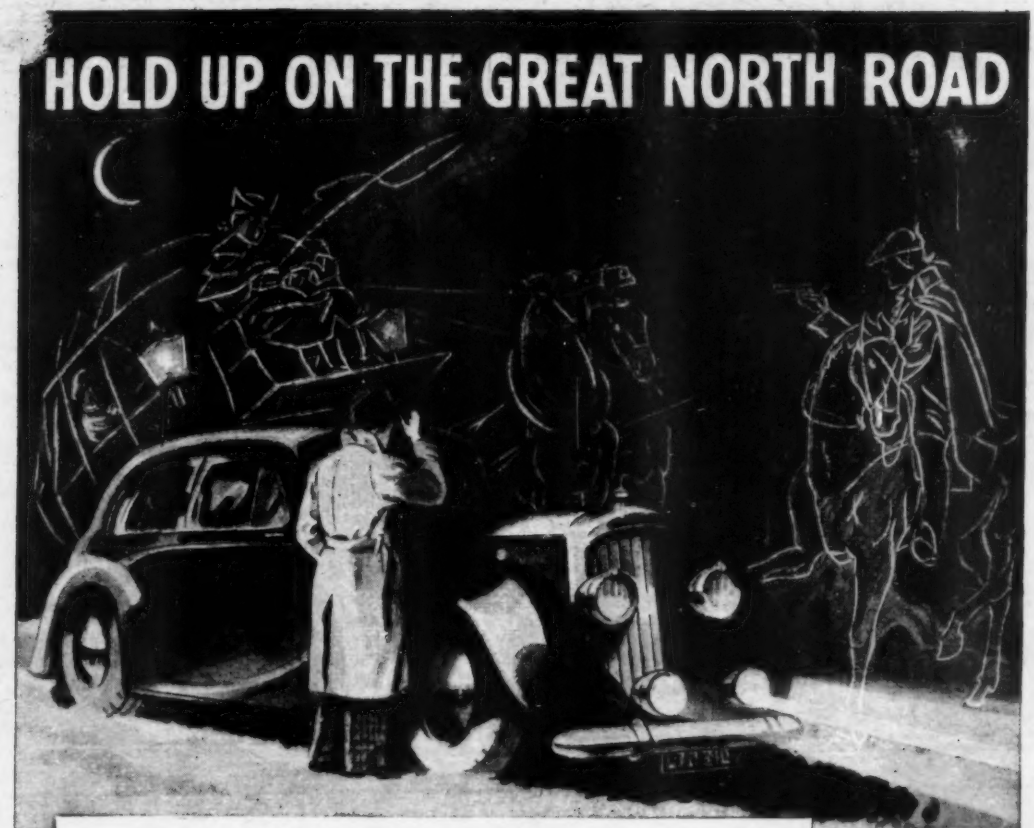
HOLD UP ON THE GREAT NORTH ROAD



— *then Dick Turpin . . .*

NOW MECHANICAL TROUBLE

In the old days, travellers from London on the Great North Road ran the risk of Dick Turpin turning up for 'business as usual'! But nowadays there's no need to take a chance — and possibly waste several hours through a breakdown owing to want of proper attention before starting out. Make sure your car is thoroughly roadworthy — by handing it over to the nearest TECALEMIT OFFICIAL STATION: you'll save yourself not only many unpleasant jobs, but—more important still—the worry of uncertainty. Not a single detail that affects the efficiency or appearance of your car escapes TECALEMIT-trained experts. For only a small outlay per visit you can feel perfectly sure of peak performance . . . always, and above all gain more miles per gallon.

For efficient Specialised Maintenance Service take your car to the Garage displaying the TECALEMIT Target and Arrow Sign



THE MAIN POINTS OF TECALEMIT SERVICE

1 **CHASSIS:** New Lubricant injected into the heart of EVERY Bearing, forcing out old dirty grease.

2 **SPRINGS:** Every leaf sprayed with Graphite Penetrating Oil. Body squeaks efffminated.

3 **ENGINE, GEAR BOX & BACK AXLE:** drained, flushed and refilled with correct grade of oil, and oil filter element cleaned or renewed.

4 **BODYWORK:** Washed and polished. Metal work, screen and windows polished.

5 **BRAKES & STEERING:** Carefully inspected, adjusted and tested

6 **TYRES:** Inspected for cuts and wear: inflated to right pressure. Storage battery tested and "topped up."

7 **RECORD:** Every job recorded in a special book provided—proof of work well and thoroughly done.

8 **REMINDER:** You are informed by mail when your car is again due for Tecalemit Service.

LUBRICATION AND SERVICING EQUIPMENT
For every Industry
METERING AND FILTRATION

TECALEMIT
The Authority on Specialised Maintenance
BRENTFORD ENGLAND

T245

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Why pay More? Save on your OIL

For OVER 25 YEARS THOUSANDS OF SATISFIED MOTORISTS HAVE USED ONLY—

JAGROSE SUPER DE-LUXE MOTOR OIL FOR ALL CARS AND MOTOR CYCLES

5 GALS 25/- DRUMS FREE

Carriage 4/-

WITH ACHESON'S COLLOIDAL GRAPHITE 32/6

JAGROSE SUMP HEATER
250 hours at one filling. Paraffin fuel. Post 1/-. 21/- each.

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250 hours at one filling. Paraffin fuel. Each 16/- Post 1/-

JAGROSE FULL CAPACITY BATTERIES
FULLY GUARANTEED.
For regular use of starter and lights.
Type A. 6v. 56 amp. 6 7/32in. × 6 13/16in. × 9¼in. 59/6
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Carriage and packing 7/6 extra.

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Amount required—1 Pint Glycol to 4 Pints Water. Please send container.
5/6 Pint Post and packing 1/-.

JAGROSE TRICKLE BATTERY CHARGERS
For 230-250 A.C. Mains.
To charge at 1 amp., each 57/6
Superior model to charge at 3 amps., each... ... 117/6
All models, both 6 and 12 volts.
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Packing and Carriage 1/6 each.

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BRAND NEW RADIATOR SHIELDS from... ... ... 28/-
BRAND NEW RADIATOR MUFFS from 42/-
Quotation per return. Prompt delivery. All enquiries please state make, year, H.P. and model of car.

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4½-gallon containers. Repainted and in first class condition. Pressure tested. Each 9/6 Post 1/6.

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Suction fitting defrosters for 6 or 12 v. batteries.
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All-wool genuine MANX car rugs. Very warm. Size 6ft. × 5ft. 63/- each. Post 1/-

Ex-R.A.F. 8-DAY DASH CLOCK
Black face with luminous dial. Post 1/3. 49/6 Thoroughly reliable.

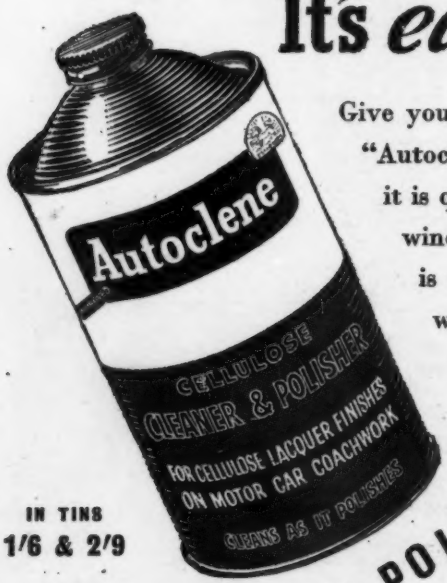
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NOTEK 6 or 12 volt, all black (as illustrated) 96/-
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Prompt attention assured. Terms cash with order or C.O.D. up to 15 lbs. weight.

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(OPPOSITE GT. PORTLAND ST. STATION)
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B76

It's *easy* with Autoclene



Give your car that new dazzling brilliance by just applying "Autoclene" on a pad of stockinette or soft cloth and before it is quite dry polishing off with a dry cloth. It cleans the windows and chromium parts too. The more sparingly it is used the quicker the results, and there is no hard work. Here's how the "Autoclene" tin now appears—with a new white and blue re-designed label as spick and span as a cellulose surface after "Autoclene" has done its job.

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Obtainable at your local garage, Halfords & other leading stores.

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IN AUSTIN A 70 STOP ENGLAND CAPETOWN

24 DAYS 2 HOURS 55 MINUTES USING

EXCLUSIVELY SHELL PETROL AND SHELL OIL

WE ENDORSE THE SAYING QUOTE YOU CAN BE

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When price is not the only consideration

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EXPRESS NUMBER PLATE SERVICE

Available to Motor Agents by most S.M.M. & T. General Motor Factors, through whom we prefer orders to be placed, but when express service is not available, please order direct from BLUEMEL'S, 66 BOLSOVER ST., LONDON, W.1. Tel. EUSton 7626 or from works, Wolston, nr. Coventry.



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SEND COUPON BELOW TO

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RUBBER CAR MATS, SPECIALLY DESIGNED FOR MOST MAKES, GUARANTEED FOR 10 YEARS

Keep your car interior smart and neat with a set of these mats. Their attractive appearance can be seen from this photograph of an Austin A40 in which a front set of UNIVERSAL CAR MATS has been fitted.

UNIVERSAL CAR MATS are constructed of strips of laminated rubberised cotton fabric placed with fabric threads running vertically and woven together on galvanised steel wires. These strips are alternately spaced apart with washers of the same material.

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Please send me on a week's free trial

Front pair mats ..... } Please mark
Back pair mats ..... } here set
Complete set mats ..... } required.

for.....h.p. ..... Year.....

I sign this coupon on the distinct understanding that I am at liberty to return the mats any time within one week of receipt. If retained, I undertake to pay for the mats within thirty days net.

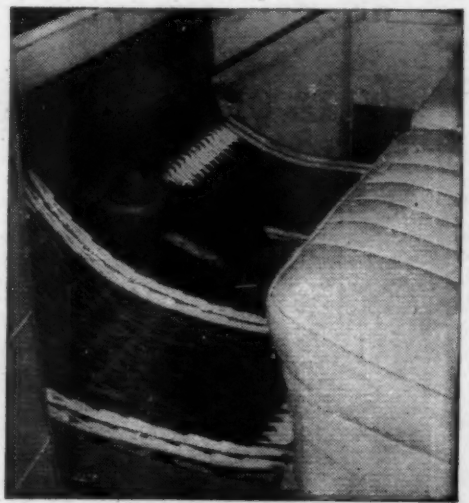
Signed (Name) .....

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Date.....

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CRESSWELL'S ASBESTOS CO. LTD. CONGRATULATE THE AUSTIN MOTOR CO., LTD., RALPH SLEIGH AND PETER JOPLING ON THEIR EPIC DASH ACROSS THE SAHARA, THROUGH NIGERIA, FRENCH EQUATORIAL AFRICA, THE BELGIAN CONGO, KENYA, TANGANYIKA, THE RHODESIAS, TRANSVAAL, THE ORANGE FREE STATE AND SO TO CAPE TOWN, BREAKING PREVIOUS RECORDS BY 7 DAYS 19 HRS. 10 MINS., AND 3 DAYS 20 HRS. 55 MINS. IN THE FOLLOWING TIMES

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Again proving the Dependability of

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often strikes without the slightest warning—
SO BE PREPARED!

THESE Islands of ours are subject to unpredictable weather changes: one day can be warm and mild and the next *icy cold.*

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SYNCOL Ethylene Glycol based anti-freeze is the most reliable obtainable to-day. Not only does it completely protect both engine and radiator from frost, but it also discourages rust and scale.

Ask your garage to-day for SYNCOL—the Perfect Anti-freeze. If any difficulty please write to nearest Distributor.

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Ethylene Glycol based
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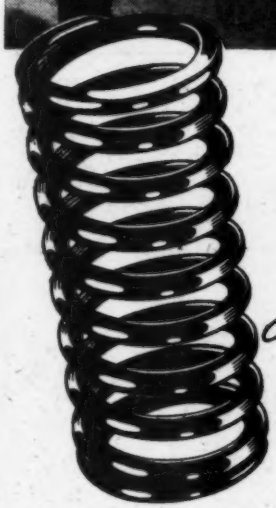
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Instantly adjustable to grip the terminal. When screwed down the centre bolt exerts pressure on the post and pulls up the most obstinate terminal.

P73



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SINCE 1848—SNAIL BRAND Tools have enjoyed a world-wide reputation for quality, and to-day, are acknowledged to be the best of their kind obtainable.

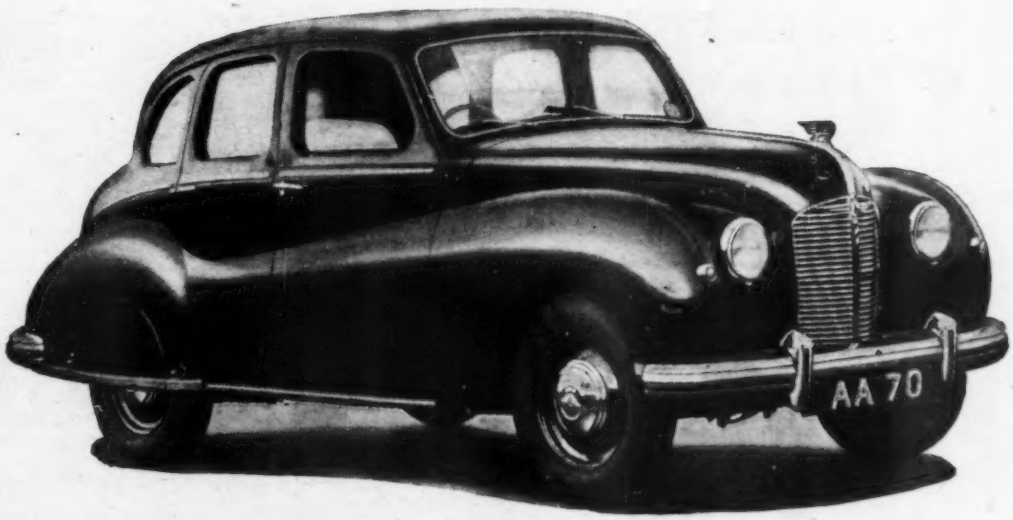
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AUSTIN A70

London to the Cape — 10,300 miles
in 24 days, 2 hours, 50 minutes

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THIN WALL BEARINGS (LTD) **as standard**

THIS MARK ON ALL
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Smee's V65

CLOSE-UP
ON CHAPMANS SUPERIORITY

Consider one feature of the "LEVEROLL" Mk. 127—the Roller Bearings. They are fitted inside the slides to ensure the utmost smoothness and almost frictionless movement in seat adjustment. When the call is for the best, the choice is always one of Chapmans Adjustable Seat Mechanisms. Although Chapmans Adjustable Seat Mechanisms are fitted by leading car manufacturers, individual models can be obtained from Motor Factors and Traders.



CHAPMANS ADJUSTABLE SEAT MECHANISMS

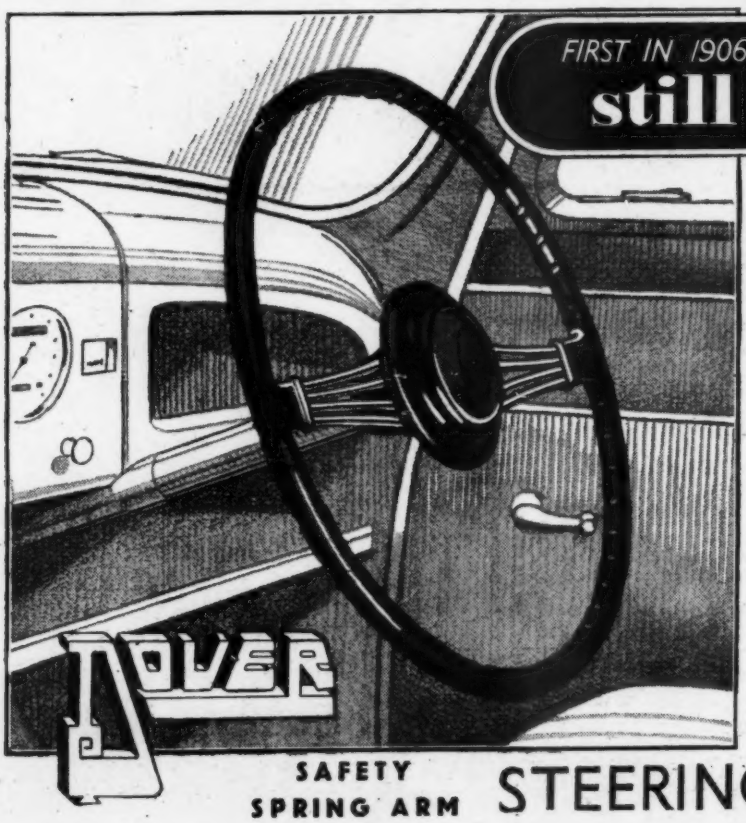
MAKES ALL DRIVERS LEVEROLL THE SAME HEIGHT

HEADQUARTERS FOR ADJUSTABLE SEATING

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FIRST IN 1906—
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FIRST in the world to produce the all-metal DOVERITE covered Steering Wheel, DOVER have led in design, construction, and finish ever since. The TWO ARM Model illustrated, gives a clear forward view of all instruments and the road ahead. The Stainless Spring Steel Arms are cast into pockets in the rim, and ensure the greatest measure of strength and of driving comfort. Their resilience to road shocks reduces driving strain to a minimum.

The permanently hard DOVERITE covering **cannot soil the hands or gloves,** it is always cleanly to handle and retains its lustrous appearance throughout the life of the car.

Sole Manufacturers:
DOVER LIMITED
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SAFETY SPRING ARM STEERING WHEELS

Feel *safer!* Be *safer!*

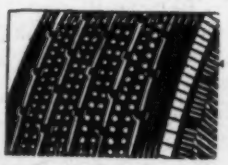
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WYRESOLES



proved by 2 years' searching tests

Two years' searching tests have demonstrated that motorists are sure of additional safety by fitting "WYRESOLES". Coils of steel spring wire, embedded and vulcanized in the tread by the "TYRESOLES" patented tension-tread process, give thousands of



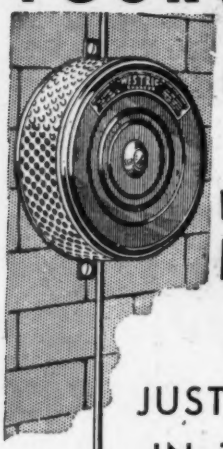
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"WYRESOLES" are at standard "TYRESOLES" prices, plus 5/- for the small car sizes and 7/6 for the larger car sizes.

the latest **TYRESOLES** *product*

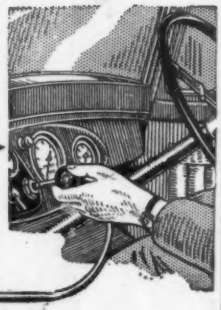
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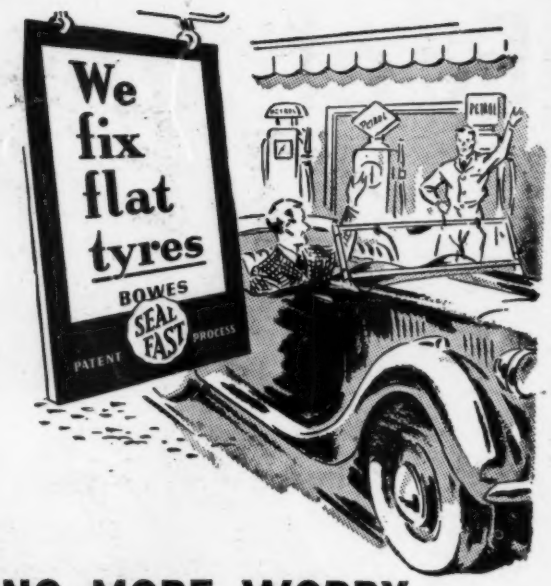
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The Westric is a simple and efficient charger, for use on A.C. supplies. It can be used with any make or type of battery and there is nothing to go wrong. Output 1 amp. when charging a 12-volt battery or about 1.5 amps. with a 6-volt.

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Look for the Bowes Seal-Fast sign—it is the sign of a sound job.

Other well-known Bowes Seal-Fast products include the Traffic Film Cleaner, Processed Wax Polish, Auto Top Finish, Radiator Cleanser, Radiator Repair, etc.

BOWES SEAL FAST

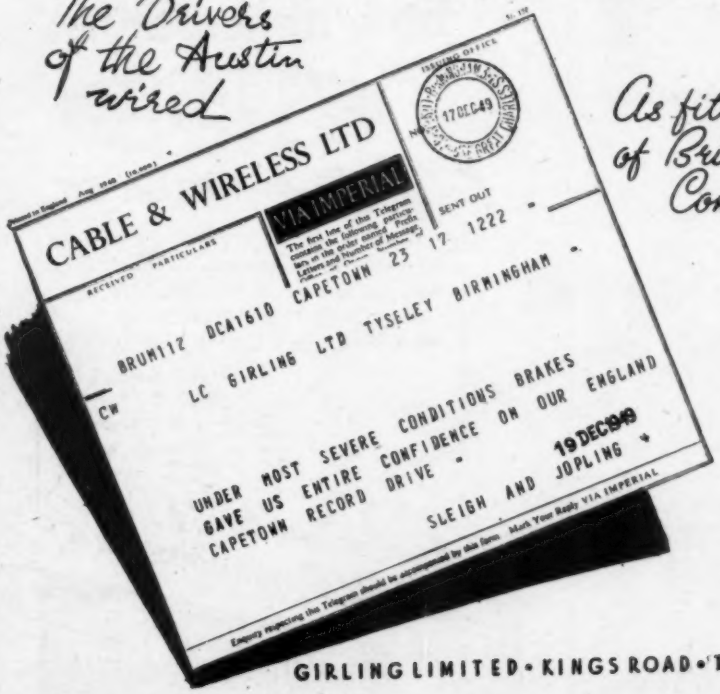
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THE BEST BRAKES IN THE WORLD

The Drivers of the Austin wired

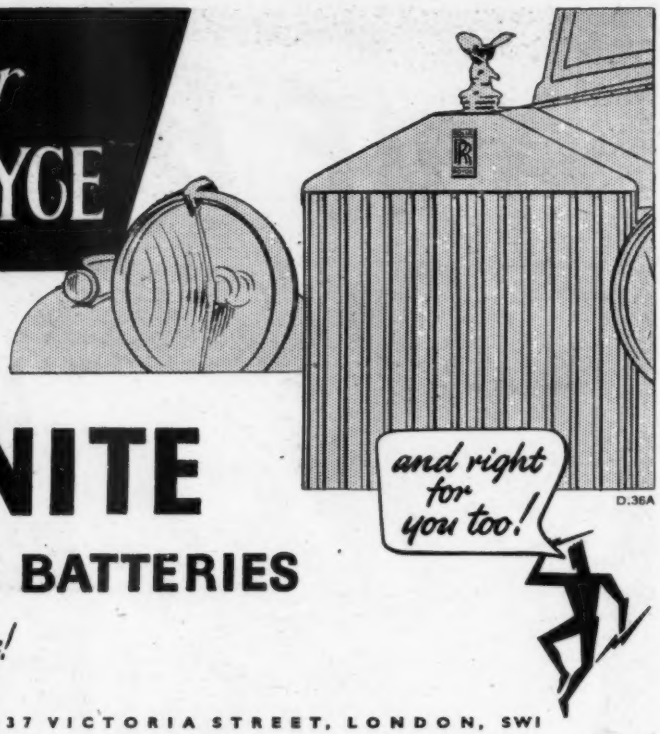


As fitted to the **MAJORITY** *of Britain's Fine Cars and Commercial Vehicles.*

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MADE IN ENGLAND
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The First Motor Oil in this country to incorporate detergent additives, corrosion and anti-oxidant inhibitors, which, in addition to the COLLOIDAL GRAPHITE content, gave results never before achieved.
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BOSTIK SEALING AND GLAZING COMPOUNDS. Supplied in tubes with special extruder nozzle and winder for easy application, this series provides the ideal method for such work as the following:

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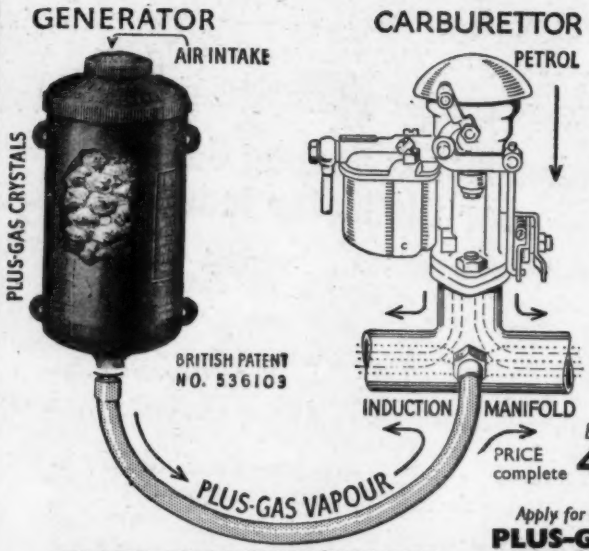
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Far greater comfort per mileage—no more sagging cushions—no rolling—the new "Float-on-Air" ensures you sit as comfortably 2, 3, 4, yes, even 12 years after, as the day you installed your cushions.

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The Autocar
FOUNDED 1895

No. 2827 FRIDAY, JANUARY 6, 1950 Vol. XCV

Minicar Realities

ON many occasions since the war this journal has advocated a car for the marginal motoring class—those who can "just afford it"—and has pointed out the advantages of such a machine. Now, on the following pages, our arguments are reiterated by an authority who is also blessed with sufficient clarity of vision to see that the time for the minicar is right now.

The public is treated, if that is the word, to an almost daily discourse on the economic peril with which this country is encompassed. It fails, as it will always fail, to grasp the theory of economic factors, but it is well aware of the result, which hits it in the form of austerity—unattainable goods, restricted activities and high prices. The sum of all these is a lower standard of living, which it was obvious would have to come, at least temporarily, in a country which had spent its last penny fighting back the enemies of civilization.

When the masses cannot get bread it is futile to say, as Marie Antoinette did, that they should eat cake. As a consequence, the miniature limousine, adequately powered and more than adequately equipped, cannot fulfil the motoring needs of impoverished people in many countries, however well it sells to certain fortunate sections. And contemporary British small cars may well be said to be miniature limousines compared with, say, the air-cooled Rover Twin of 1919 and the Austin Seven of three years later. It is high time that they were supplemented—not replaced—by something smaller, cheaper, tougher and more economical.

It has been said that such a car cannot be made any more cheaply than existing small cars; frankly we do not believe this. What we can well believe is that costs would be comparable if output remained restricted to comparable numbers. But any Government that insisted on this would be reducing the economics of manufacture to absurdity. What is wanted is a car which approximates to the French 610 c.c. Dyna Panhard, or the 4CV Renault, produced in really large numbers and permitted a quite large home sale.

Child Safety Patrols

AT first sight the objections of the National Union of Teachers to child safety patrols on the American pattern have that air of unreason which is coming to be associated with trade union views. They were brought to light by the Chairman of the R.A.C. in an interview with this journal (*The Autocar*, December 30). Fortunately, however, investigation rejects the suspicion.

The teachers' objections are made in the light of the congestion on the roads today, worse in this country than anywhere else in the world. They say that even senior children are too young for such responsibility; that it is absolving parents from their responsibilities towards their offspring; that seniors—on whom the task would devolve—are housed in different buildings from juniors, and that their work periods are differently timed. More capable of adjustment is the difficulty of insurance when an accident happens owing to the negligence of a patrol.

Positively, the teachers side with the Government and the Royal Society for the Prevention of Accidents in desiring adult patrols, and are all the time doing work of undoubted excellence in teaching road safety to their pupils. The Ro.S.P.A. also intervenes on their behalf by pointing out that the majority of accidents, which happen to infants, occur not so much in the vicinity of the schools as near their homes.

None the less, if, as Mr. Wilfrid Andrews believes, a great safety contribution could be made by child patrols, the matter should be investigated. It is possible to read the teachers' objections, to agree with them, and still to point out that too many young children are hurt on their way to and from school in spite of all that is being done.

THE CASE FOR THE

ECONOMIC CONDITIONS CREATE A DEMAND FOR AUSTERITY MOTORING

by M. A. McEVOY, C.B.E., M.I.Mech.E.

A FEATURE of car development after the 1939-45 war has been a general increase in the size of what is known as the "small" car, along with new look coachwork and generally greater complexity. In the corresponding period after the last war production was characterized by a spate of extremely light and what now appear very crude vehicles.

The present trend has, of course, been greatly influenced by the urge to gain overseas markets against American competition, as well as markets in the U.S. itself, where our "enlarged" small cars are still, to the Americans, very much small cars.

In running after this market the original concept of the British light car appears to have been entirely abandoned, and I, for one, feel that this has been a very grave mistake, the results of which we are going to feel in the future. I am picking no quarrel with the present 10-12 h.p. product, which is indeed a fine achievement, but I do very hotly contest the idea that it adequately replaces the genuine light car from which it originally sprang. The term "small car" now means something of the engine order of 1,200-1,400 c.c., bodied to carry four people comfortably, five at a squeeze, and generally with four doors. That is all very fine, and they are productions to be proud of, but it is an economic impossibility for such a vehicle to come within the purchasing power of the same people who bought cars between the wars—the man at the bench and office desk, in other words, the great body of British citizens.

No Defeatist

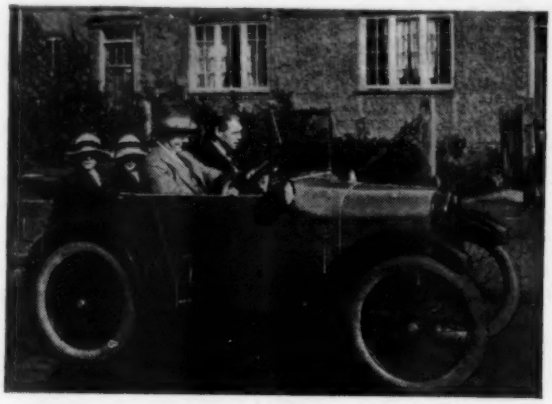
I do not subscribe to the defeatist theory that this is the nevitable outcome of the catastrophic expense of war, nor yet to the even gloomier theory that the cheapest of cars costs twice as many weeks' average wage to purchase because of growing idleness. I believe that it is in a great measure owing to lack of vision, and the pursuit of one objective to the detriment of all others.

Can we, for a moment, go back to first principles, and see what is the minimum specification for acceptable mechanical transport, and in so doing give honest thought to the acceptance of some austerity? I believe this is something of the order of 20 b.h.p., with two seats and open coachwork—a combination which is possible within an all-up weight of 10 cwt, and which, if achieved within this limit, will give completely adequate performance, since a power-to-weight ratio of 40 b.h.p. per ton is better than that of some larger and more pretentious vehicles. This personal austerity must be taken really seriously, and it must be agreed at the start that there can be no fancy frills; the economics of the thing just do not run to enough steel for a closed body, nor could we afford the weight of the window glass. It must absolutely be restricted to two seats, otherwise the power-weight ratio will be ruined.

The 1920-25 era produced a crop of ultra-light cars which gave good service for many years, and in particular the Austin Seven may be considered the sire of a new genus. Most of these productions eventually vanished but this was the result more often of commercial rashness and external factors than of any lack of intrinsic merit.

What could be done in the way of small cars in the comparatively unenlightened period of 1920 could surely be done with far greater success today with our great accumulated experience in high-duty engines, light alloys, independent suspension and the all-round technological advancement of the last three decades.

When I consider that in my 1924 (or was it '25?) Rhode I covered tens of thousands of miles all over England, Wales and Scotland at appreciably the same average speed as one could in a 12 h.p. car today, much of it towing a trailer, I begin to wonder. True, there was less traffic, but against that the roads were far worse. Tyres were rather small in section; there was no starter (but it started at first pull); it was not very weatherproof (but nor is a Jeep); the screen-wiper was manually operated (but the screen opened), and it had no differential—and ever since I have doubted the necessity of these gear wheels on any car weighing under 15 cwt. I am not suggesting a replica, far from it; but what I *do* suggest is that the simplicity, and some of this austerity



The Baby Austin, perhaps the nearest approach that has been made in this country to a true miniature car as distinct from cycle-cars and three-wheelers. This family party was photographed in 1925.

in outlook, are the way to approach the problem of the ultra-light car for the 1950s.

Once again let me state the very oft-quoted slogan of Rex B. Stout, the American aircraft designer: "Simplicate and add lightness," an expression which, to my mind, has never been bettered, and should hang prominently over every designer's drawing board.

Looking at Continental developments we see a real emergence of the genuine ultra-light car, or minicar, both in France and in Italy, where 500 c.c. is no longer looked upon as a toy size. That, mark you, is on the Continent of Europe where road conditions do not favour the minicar or any form of ultra-light vehicle. If such present-day French and Italian products could be imported into this country they would undoubtedly have a striking success. They cannot be, and are not likely to be for some years, but that does not alter the fact of their desirability. So why no home developments on these lines?

Only in the racing car world has the minicar emerged—and I believe that in this instance racing—so maligned by the established manufacturers—is going to do the industry another unrewarded good turn by showing the way that we should go. The 500 c.c. racing car has very definitely astonished the conservatives (I am speaking of conservatives in the technical, and not the political, sense) and great credit is due to the Coopers and other pioneer enthusiasts in this line who have not been ashamed to "simplicate," or been frightened of going back to first principles, many based on old-established motor cycle practice.

What, then, is the argument against the minicar, the

MINICAR

ultra-light car, the 500 tourer, or whatever you call it?

First and foremost, the pundits declare that it is totally unsuited to export, and that we cannot waste time, labour and materials in the U.K. on a product suited only to the home market. In the latter part of the argument they are right (provided the home market can be satisfied sufficiently at an equal cost, which is doubtful), but as to such vehicles being totally unsuited to export they are completely wrong. This quite generally believed statement that an ultra-light car is unsuited to conditions abroad is based entirely on the light cars of the past, vehicles fitted without exception with suspensions suited only to the smooth roads of Great Britain. No modern ultra-light car except the Lloyd has been made in the U.K., much less offered to an export market.

Market Assured?

These statements are not made from hearsay, or from theory, but from sheer practical experience on the ground. Within the last twelve months I have examined this question and discussed it with users in countries with shocking road conditions as far apart as Finland and India, and my conclusions are that whilst the American car will be the favourite in such lands when finances allow, primarily because of sheer body space, there would be an equally large market, amongst a different category of buyer, for the ultra-light car from the pure first cost and economy in running angle, *provided* the general qualities of reliability, and especially suspension, are up to the job.

I am not arguing that such a car will have the greatest export market—though in fact the market might well surprise us all—but I am arguing, and I say it most emphatically, that there is *an adequate* export market.

That, however, is not all there is to the economic aspects of the minicar. If such a car were provided so as to give ultra-economical transportation for one or two persons, it would be logically justifiable to allot a much greater proportion to the home market so as to encourage such economical



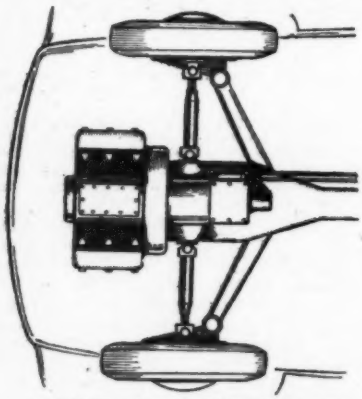
Another small and simple car of the period between the wars —a Morris Minor of 1928.

motoring instead of having to divert larger vehicles destined for overseas. It is generally agreed that adequate internal personal transport is a prime essential for an efficient economy in any country. At present the position is that essential business is being hampered by ageing and wearing cars; more petrol is being consumed thereby, and so on in a vicious circle.

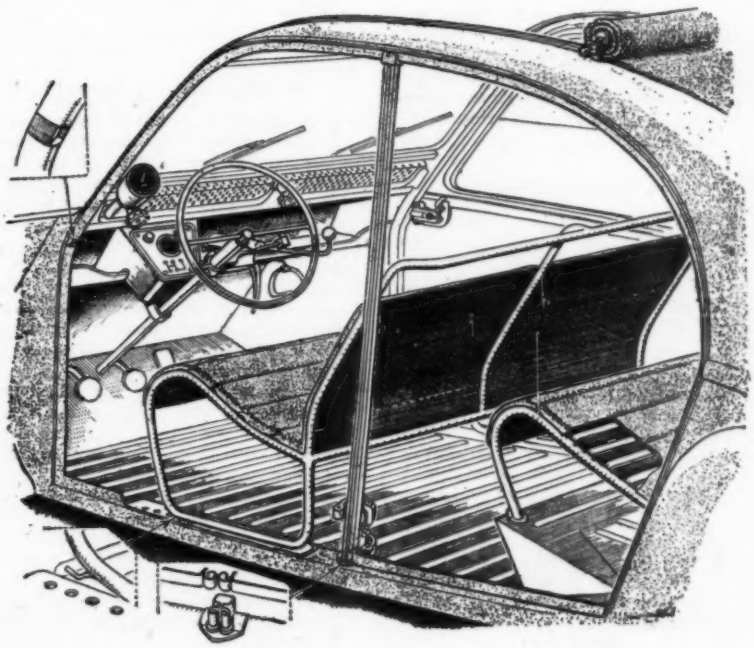
If 100,000 minicars could be sold per annum in the U.K. this critical position could be relieved, whilst in steel, fuel consumption, tyres and other essentials the usage would be only some 30-40 per cent of what it would be if these were normal present-day small to medium vehicles.

To put it another way, if such home allotment of 100,000 minicars were accompanied by a diversion of 40,000 more larger cars abroad, the home vehicle population would have been increased by 60,000 cars at *no* cost to the country.

I sincerely hope that someone will come forward with a genuine modern ultra-light car, for in that I see the only prospect for the general mass of the people to recover their right to the road, and indeed unless they do so within a reasonable time the character of British cars will be liable to wither and die, if only from being designed and made by a body of men who come to work on the tram or on some other dreary form of nationalized mass-transport instead of as users of their own product, which is surely the inalienable right of the British craftsman.



A possibility for simplifying light cars by the use of a flat-four engine in unit with gear box and rear axle, which was mentioned by Mr. G. Geoffrey Smith in a Paper read at an I.A.E. meeting in 1938. This arrangement has lately been adopted for a German minicar.



In this drawing (right) can be seen some of the economy features of the 2CV Citroen. Seats are of rubber cord on simple frames, there is only one instrument (an ammeter) on the facia, and the doors have an ingenious arrangement of fitting flanges which enable normal hinges to be dispensed with.

Disconnected Jottings

BY THE SCRIBE

Semi-Final?

IT is impossible for me to obtain the comments individually of all my friends in the motor industry, but I am beginning to wonder from the experiences of acquaintances, as well as my own, whether a new policy is emerging at thé factories, whereby what used to be called final inspection —a process still well recognized verbally —is in reality devolving on to the dealer. It is not uncommon after collection of a new car from the factory for it to show quite quickly up to a dozen points, in the main minor, which need attention.

Examples I can quote are a traffic signal not cancelling, starting carburettor not functioning, door locking catch inoperative, screenwiper blades not set correctly on their spindles, and a thermostat not working according to plan. It is quite easy for an experienced motorist to list such a batch of faults, and then, when he takes the new car to the dealer for its first servicing at specified mileage to have them put right, he may be met with the candid comment, as a friend of mine was the other day at a big servicing organization, "You've saved us the trouble—it's a quite normal list and only the order of the items varies"!

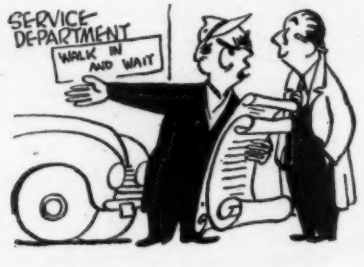
Such a shift of responsibility for rectification, if indeed it is a deliberate policy, could well be logical. Cars held back at the factory by rigorous final inspection and the rectification of faults occupy valuable space and clog the production and despatch systems. The correction of minor faults, provided that they do not affect performance—and most of them do not—can be distributed, at all events for the home market, on a countrywide basis among the dealer organization.

✦ ✦ ✦

Nerve War?

I MAY be completely adrift in my surmise, but I will just quote finally the experience of a privileged friend who collected a beautiful and not inexpensive car at the factory recently. Having been shown round the car, checked the tool kit, signed papers and been wished well by the despatch staff and management, he emerged into the cyclist-ridden streets at the factory gates. He hadn't gone a quarter of a mile before there was a soul-searing clatter and his thoughts ranged in a flash between the alternative possibilities of the propeller-shaft having fallen out and his having collected a cyclist in the preoccupation of expending maximum concentration on preserving his glistening new purchase.

Then to his vast relief he spotted in the mirror a hub plate receding into the gutter and pulled in at the kerb in time to receive it from a kindly disposed citizen. That was sheer bad luck, of course, and though he threw the thing on to the back floor with a sardonic grin suggesting that anything might happen before he got home, nothing else fell off. In fact, it is unkind of me to have mentioned it, and today he is a mightily pleased owner of that particular car.



Batch of faults.

✦ ✦ ✦



Winked at.

Preferential Treatment?

THROUGH no fault of its own the Birmingham City Transport department is short of garage accommodation for its buses. Accordingly long lines of buses are to be seen at night parked on one road of a twin-track section. I don't suggest they cause any real danger to other road users but surely, from the purely legal point of view, they constitute "an obstruction"? Or does this apply only when someone is actually inconvenienced?

Obviously the buses are there by permission of the police authorities, or should I say "by connivance" of them in view of the fact that an obstruction is being winked at? Lest some reader takes me too seriously let me hasten to say that I regard the matter as a commonsense solution of a real difficulty. I am, however, wondering whether the police would be as understanding if a few citizens of Birmingham were to park their cars in the streets!

Roundabout

I AM not at all sure that I like the roundabout at the eastern end of Reading, in Berkshire, where it replaces the traffic light junction (with policeman) that has held sway for so long. It is uncommon sharp in places. Worse still, the trolley buses which have to negotiate it slow down to something far less than walking pace, and as the junction is a busy one, involving A4, congestion is soon caused. Still, it is an improvement on the lights, even if it does not give perfection.

For about twenty years I have driven almost regularly through Reading, and I dare say that other motorists have done so for far longer periods. I wonder if anyone, at any time, has driven through without encountering a "Road Up" notice? I doubt it, and have noted with some amusement that the local authorities now use very permanent-looking signs, as if they have accepted the position with resignation. What do all those men *do* under the streets of Reading? Is there gold in them thar' roads?

✦ ✦ ✦

England, You've Had It

WE might as well give up. Nothing that our manufacturers are likely to do in the way of boosting exports will ever come up to the final touch from an American firm contained in a "hand-out" which I have in front of me. In twenty-one steps the firm concerned will recondition your car (and very well, too, if the hand-out is to be relied on). But what is the final step? Listen to this:

> "Final touch to the completed reconditioning job comes when — New Car Odor is applied to impart the aroma of new paint, leather, fabric dyes, etc., which in combination give a new car such a distinctive fragrance."

Distinctive is right. As one who has been made to feel bilious more than once by the "aroma" of new paint, leather, fabric dyes, etc., I should be inclined to say with some vulgarity (but probably with Chaucer's full approval) that the accent in distinctive is on the second syllable.



Distinctive fragrance.

NEWS and VIEWS

PURCHASE TAX AMENDMENTS—LIVELY EXPORTS—G.M. NEW YORK SHOW



Hire purchase of a car by instalments is not new, but the latest refinement invented by a Chicago garage certainly is. The car has a meter connected to the carburettor, which will release mixture to the engine for a limited time when a coin has been inserted in the slot (25 cents). Four dummy quarters are supplied for keeping on the car and use in coin-less emergencies. Collection of the coins is presumably in the usual manner—though this is not recorded—by a little man with a leather bag and a peaked cap, appearing quarterly.

Safety Year

THIS year, 1950, will be occupied by the children's safety campaign, which will extend throughout the year under the organization of the Royal Society for the Prevention of Accidents. The campaign was appropriately launched on December 28, which is Holy Innocents' Day.

Standard in Canada

FURTHER details of the new Standard company recently formed in Canada to build and distribute Standard and Triumph cars have been announced by Sir John Black, deputy chairman and managing director.

The new company, the Standard Motor Co. (Canada), Ltd., has already been registered in Toronto, and commenced to operate on January 1, 1950. Directors are Sir John Black, chairman, Mr. A. S. Dick, managing director, Mr. W. J. R. Warren, and Mr. A. C. L. Mills, general manager. Mr. Mills sailed for Canada on December 21 to take up his appointment and will be resident in Canada.

Death of Riley Chief Designer

THE death is announced with great regret of Mr. Harry Rush, chief designer for Riley Motors, Ltd., who died in hospital at Banbury on December 23 following a road accident. He had been with the company for over 40 years.

After becoming chief designer in 1935, Mr. Rush was responsible for the immediately pre-war Riley models, and in 1938 he designed the well-known 2½-litre engine. He was, of course, the designer of the current range of Rileys. Amongst his activities was the design in the early 1920s of the Rush Mat draught-proofing device of rubber sealing texture which fitted over the floorboards and pedal openings.



The late Mr. Harry Rush.

24-Hour Service

ON January 1 the Automobile Association extended its 24-hour service to the Midlands. All that the motorist in trouble has to do is to telephone the Midland headquarters at Fanum House, Hagley Road, Birmingham (Edgbaston 3555) and help will be forthcoming if he is an A.A. member. Further, any woman motorist unaccompanied or accompanied only by children will be helped as a gesture of chivalry.

The service provides a night and week-end staff qualified to advise on any motoring problem, and a breakdown service comprising a Jeep with special equipment. Birmingham is the first city outside London to have this service, and it is visualized that help will be provided within a radius of ten or twelve miles. Actually three breakdowns and twenty-four telephone calls were dealt with during the first night of the scheme's Midland operation.

It is not intended to compete with the motor trade, but that the service shall be supplementary to it, emergency first aid repairs being undertaken to get the motorist going again if possible, or, where trouble is more serious, a tow will be arranged to the nearest garage.

Illegal Parking ?

THE importance of local government, as affecting the motorist, is affirmed by the recent case, dismissed by the Reading magistrates court, of Mr. A. S. Lee, who was accused of causing obstruction by leaving his car for over seven hours in a street park where the time limit was only two hours. Grounds for dismissal were that no authority was produced for the time limit, and that the car park was in itself an obstruction, no means of passage through it existing. The implications of the case are being studied by the A.A. and R.A.C. and it has been pointed out that time limits without the necessary local legislation to enforce them will always be invalid.

There is, however, nothing to prevent local authorities making such regulations, provided a copy is exhibited at the park. Statutory powers in the metropolis are held by the police for such regulations.

PURCHASE TAX : Breakdown Vans, and "Roofed Accommodation"

TWO new Orders made by the Treasury affect purchase tax paid by certain vehicles. The Purchase Tax (No. 4) Order, 1949 (S.I. 1949, No. 2357), exempts from purchase tax breakdown vehicles which are fitted with a crane or other lifting device, and in which any accommodation for carrying passengers is only incidental to the use of the vehicle for breakdown purposes.

Purchase Tax (No. 5) Order, 1949 (S.I. 1949, No. 2358) provides that any road vehicle (not being of a kind specifically exempted from tax), which has to the rear of the driver's seat roofed accommodation which is fitted with side windows or which is constructed or adapted for the fitting of side windows, shall be liable to purchase tax under Group 35(a) of the tax schedule.

The effect of this Order is that the charge will now depend upon the vehicle having, to the rear of the driver's seat, roofed accommodation which is fitted with side windows or which is constructed or adapted for the fitting of side windows. The presence of rear seats or of fittings for such seats will, as a result, no longer be a criterion of tax liability so far as vehicles of this type are concerned.

Special attention has been drawn to the fact that the conversion of a non-chargeable road vehicle into a chargeable one makes the person who carries out the alteration in the course of his business liable to register as a manufacturer of chargeable goods and to account to the Commissioners for purchase tax on the full value of the converted vehicle.

The new Order does not affect the charge of tax on vehicles which are constructed or adapted solely or mainly for the carriage of passengers.

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NEWS and VIEWS . . . . . *continued*

Too Many Police?

AT a meeting of the Westmorland Standing Joint Committee, a proposal to augment the county police force was criticized by Mr. W. F. Pennington. He said that Kendal was already getting a bad name among motorists by reason of the numbers of police who had apparently nothing better to do than to harry motorists for trivial offences. "Kendal, the gateway to the Lakes, is absolutely cluttered up with policemen," he said.

Challenge in France

DRIVING a Jaguar Mark V saloon, M. Luis de Ortuzar, of Biarritz, who is at present living in London, last week travelled the 789 kilometres between Paris and Biarritz in 8 hours, 23 minutes. This gave an average for the distance—488 miles—of 58.125 m.p.h.

In a statement to *Le Journal de Biarritz*, M. de Ortuzar said that the good time was quite unintentional and took place on a normal journey. He nevertheless believes it to be a record, and has offered a prize of £1,000 to anyone who can better his time in an ordinary touring car made in 1949 or earlier. *Le Journal de Biarritz* has stated its willingness to organize a sporting event of this kind on the Paris-Biarritz route.

Roads versus Accidents

EXPANSION and improvement of American highways must be put in hand at once in order to reduce motor accidents, according to the U.S. Bureau of Public Roads, Washington.

"An astounding increase in the number of motor vehicles makes an expanded road construction programme necessary to halt the frightful loss of life and provide transport routes essential to national economy," says the Bureau. There are 43,000,000 vehicles now registered in America compared with 26,000,000 in 1930.

Similar sentiments have been expressed by the South African Division of Civil Engineering, which has prepared a paper, in conjunction with the Department of Transport, urging "building safety into the road." The paper maintains that the best way to prevent road accidents is to eliminate road hazards on the roads themselves.

The paper also urges a revision of traffic restrictions in order to eliminate those which are unnecessary. Plastering the countryside with prohibitive signs, it adds, will not have a beneficial effect.

November Shipment

RECORD shipments of vehicles were made by the British motor industry in the month of November, when almost 28,000 cars and over 9,000 commercial vehicles left the shores of the United Kingdom. The highlight of the month's car figures was a shipment of nearly 1,400 cars to the U.S.A., the first time that the monthly shipment had exceeded the 1,000 level since January, 1949. Shipments to Canada totalled more than 4,250 units, and the record was held by Australia, to which 11,250 vehicles were sent.

William Glass

THE founder of the well-known firm of William Glass, Ltd., Elgin House, Heath Road, Weybridge, Surrey, died last month. He was Mr. William Glass, and his firm were well known for their guide service publications, perhaps the best known of which was *Glass' Guide to Used Car Values*. Mr. Glass had been associated with the motor industry since 1901, when he became apprenticed to the Motor Manufacturing Co. in Coventry. He had previously taken a great interest in the development of the car, and in 1898 drove the first car delivery van to be put into service in England.

New Year Honours

AMONGST those honoured in the New Year List are the following: Mr. J. R. Pearson, director and factory manager of Vauxhall Motors, Ltd. (O.B.E.); Mr. J. E. Richardson, engineering manager of Vickers-Armstrongs (O.B.E.); Mr. E. Ellis, joint manager of the repairs department of John I. Thornycroft and Co., Ltd. (O.B.E.); and Mr. D. McI. Sinclair, general manager of the Midland Motor Omnibus Co. (C.B.E.).



CITROEN SURGERY. For those who wish for an individual appearance of their Citroen cars, the firm of Gallay, Ltd., 103-109, Scrubs Lane, Willesden, London, N.W.10, are offering a conversion to the standard model in the form of a superimposed casing over the original radiator, giving a greater length of bonnet line. A separate valance is fitted to the bumper brackets. The cost of this "false front" is about £30, unpainted but fitted. The surface is rust-proofed and the grilles are chromium plated.

More Steel Wanted

SPEAKING at the annual general meeting of Humber, Ltd. on December 22, the Routes Group chairman, Sir William Rootes, reiterated once again the motor industry's present need for more sheet steel. He said that the Humber plant was, unfortunately, not being utilized to full capacity, mainly as a result of the sheet steel shortage, but he added that no reflection was to be cast on the steel industry, which had always done and was still doing its very best to assist the company.

New elections to the board of the Humber company are Mr. G. Lloyd-Dixon, who is in charge of sales, Captain J. Brittain-Jones (supplies), and Mr. Brian Rootes, in charge of developments in the Western Hemisphere.

A simultaneous announcement with the above appointments was made to the effect that Mr. Geoffrey Rootes, who had been assistant to Sir Reginald, deputy chairman, becomes managing director of the Group's three car manufacturing companies—Humber, Hillman, and Sunbeam-Talbot.

A recent shipment of Rootes Group vehicles destined for Vancouver, British Columbia, amounted to 330 vehicles with a dollar value of 360,000.

G.M. New York Show

FOLLOWING last year's successful exhibition of General Motors cars in New York, which was held under the title of "Transportation Unlimited," this American organization plans to hold a second show from January 9 to 26, when the new models will be seen by the public.

The theme this year will be the progress made by the motor industry over the last 50 years and will, no doubt, make a resplendent showing under the title "Mid-century Motorama."

New Company

SPECIALIZING in the sales of new and second-hand Rolls-Royce and Bentley cars, a new company has been formed under the name H. A. Fox and Co., Ltd. The managing director is Mr. Harold A. Fox, who has resigned his position as sales manager of Hooper and Co. (Coachbuilders), Ltd., with whom he has been associated for 22 years.

The new company will open showrooms at 3-5, Burlington Gardens, Old Bond Street, London, W.1, on February 1. Co-directors with Mr. Fox are Mr. Philip E. Holden, managing director of British Anthracite Sales, Ltd., The Rt. Hon. John Wilmot, M.P., who was created a baron in the New Year Honours List, and who is vice-chairman of Boulton and Paul and was previously Minister of Supply, and Mr. Robert E. Croall, director of John Croall and Sons, Ltd., of Edinburgh, and H. J. Mulliner, Ltd.

50 Years Old

TO commemorate the fiftieth anniversary of the National Physical Laboratory, a reception is to be held in the rooms of the Royal Society, Burlington House, Piccadilly, London, W.1, on Monday, January 30, at 8 p.m.

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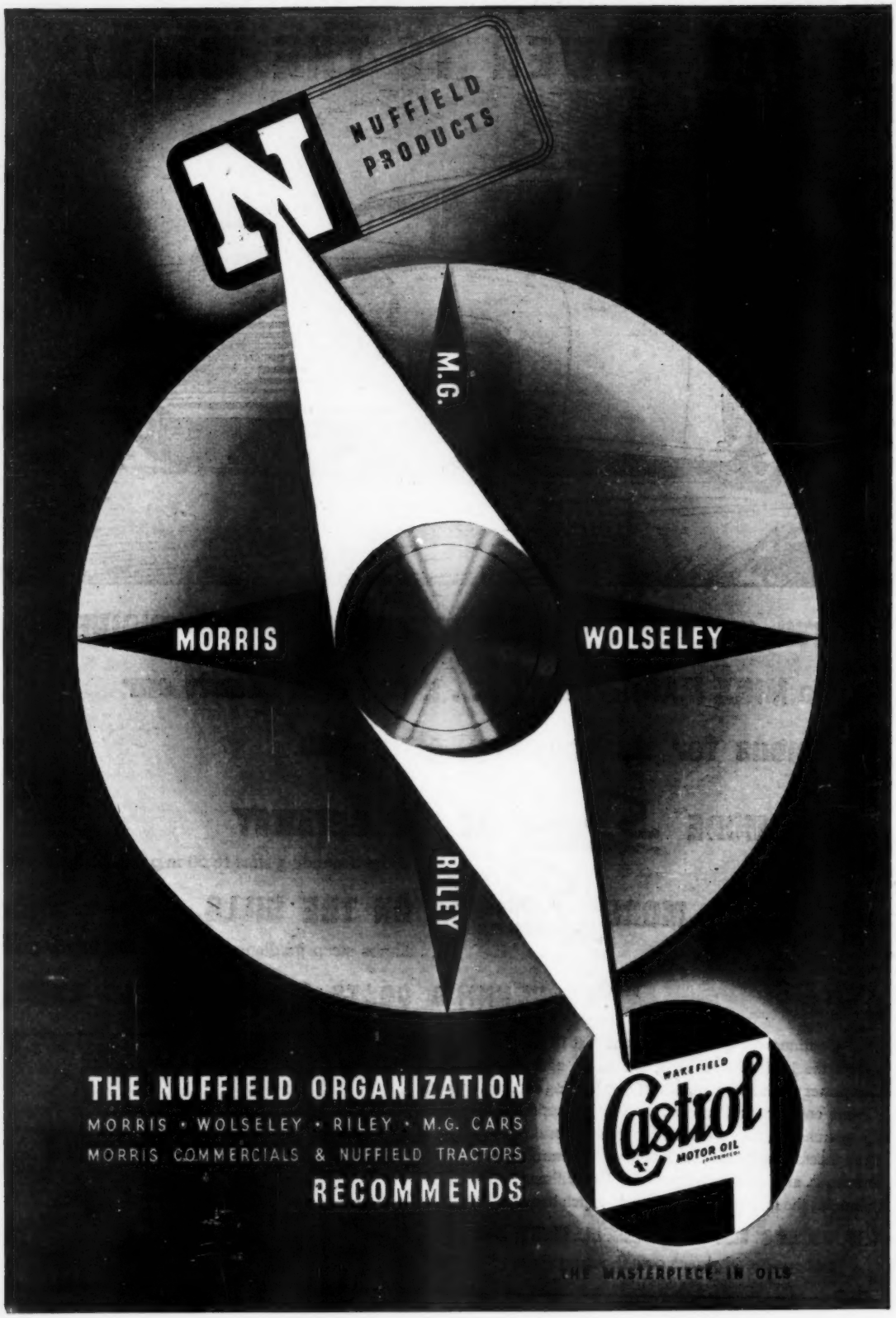
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SMALL PARTS FROM POWDER

AN INTERESTING TECHNIQUE OF WHICH THE APPLICATIONS ARE MANIFOLD AND INCREASING

MOST motorists will have heard of self-oiling bearings, for they are of common application, but not so many will be aware of the way in which these ordinary-looking brass or bronze components are made to absorb the lubricant that is to last for a large part of their working life. These bearings are made by powder metallurgy, a process which is becoming of much importance at present, although in principle it is not by any means new.

In outline, the powder metallurgy technique consists of forming the part cold, in a press, from metal powder, and after this first stage of production it has the exact shape, though not the strength, of the finished part. It is then "sintered" in a furnace, at varying but usually high temperatures, and this causes a bonding of the particles of powder from which it is made. The result is a component which is of close form and good finish, and of which the mechanical properties are very nearly comparable with those of the metal from which the powder is made.

This sounds, perhaps, an elaborate method of making something which could be as easily machined from the solid, but in fact the sintered part is not at all the same as the solid one. It is lighter, for some considerable part of its volume is air space, depending on the size of powder used. This is the space which is able to absorb the lubricant for a self-lubricating bearing.

The importance of the powder metallurgy technique goes far beyond that of the production of self-oiling bearings, for a little thought will suggest that the production of a part of complicated shape, a bush or spindle or gear wheel, may be a lot easier by this process of pressing from a powder and sintering, than by the normal method of elaborate machining. It is, in fact, in the sphere of large quantity production of small components that powder metallurgy is really coming into its own, for only large production can justify the cost of the complicated and powerful presses which are needed.

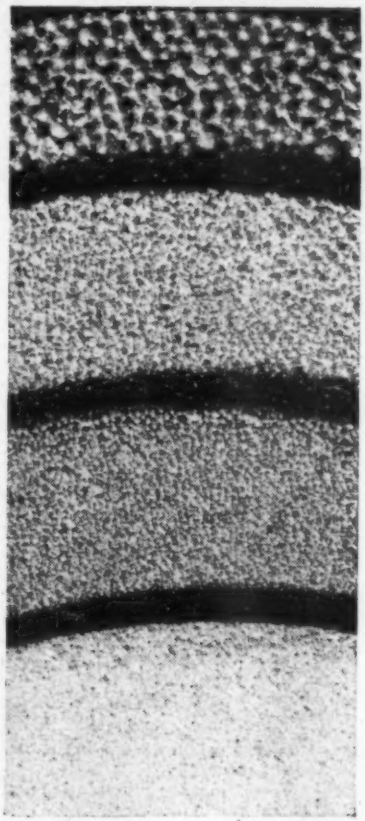
The conversion of the powder into the "compact" resembling the finished part which then proceeds to the sintering furnace is, to one accustomed to normal manufacturing methods, quite astonishing in the degree of finish and complexity of shape that can be obtained. At the works of Sintered Products, Ltd., Sutton-in-Ashfield, Nottinghamshire, which a member of *The Autocar* staff recently visited, the compacts, in brass, which emerged from the press had the appearance of finely turned metal. At this stage the component can be broken quite easily, and it is in the furnace that the strength is imparted.

Car Components

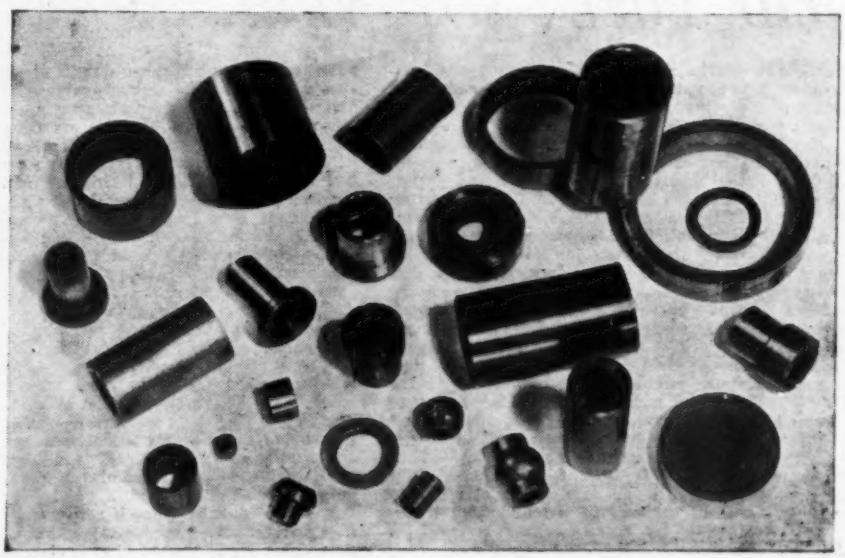
This factory is making quite a large number of parts for British cars, and it was surprising to hear that there is no make of British car at present which does not include some components made by this method. In addition to bearings of many kinds, spring damper pistons, oil pump gears and rotors, valve guides, bearing retainers and dynamo brushes can all be made by this technique. There have also been experimental piston rings. Lock components, and friction materials for brake and clutch linings, can be made as well.

It is in such a small component as a spring damper piston, with its complicated shape, which would involve literally dozens of separate machining operations, that the value of this process is evident. Such parts can be made at an astonishingly low cost.

Before discussing the methods of manufacture in more detail, it is note-



Porous bronze filtering discs of various degrees of grain size made by sintering, and enlarged many times to show the structure.



Bushes, bearings thrust pads and other parts made from powder illustrate the wide range of the process.

SMALL PARTS FROM POWDER : continued

worthy that powder metallurgy is not wholly new. It might be true to say that it was the first metallurgy of all, for before smelting was possible it was the only way to make things in metal. Thus the wheel has come full circle. The ancient Egyptians made tools of iron by reducing the oxide and pounding the fragmentary metal into the solid, and some of these have been examined by modern scientists. The Delhi Pillar, which is a famous monolith of iron at Delhi, India, is presumed to have been made in the same way, and much more recently the early production of platinum was by a similar method. The powder at present used for making parts of iron is made by reducing iron ore with coal dust and hydrogen, a method which suggests affinity with the near-prehistoric methods.

Questions which spring readily to mind are related to how the powder is made, and what exactly takes place in the sintering furnace, and the bare description of the process gives little idea of the close control of detail, particle size, pressures in forming the compacts, and sintering temperature and atmosphere that are necessary. Powders can be made either electrolytically, or by reducing the oxide as described, or by atomization in an air stream. Control of the powder is maintained by screen tests for size, and by weight and flow tests. Finely divided metal is active, and care is necessary to prevent oxidation. Powder has a "compression ratio," and the relation of powder fed into the die to the volume of the finished part is of the order of 3 to 1.

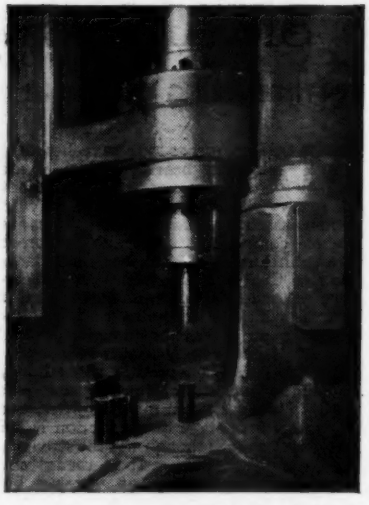
The neat and compact layout of the works at Sintered Products, Ltd. is indicative of the economy of production that is obtained; and economy of labour is also a feature of this method. One press can produce hundreds of compacts in an hour. The pressures used vary, but are between 20 and 50 tons per square inch as a rule.

Sintering is done in small continuous furnaces, and in the atmosphere, in order to prevent oxidation or, in ferrous parts, decarburization, needs to be controlled. Treated coal gas and ammonia are often used. Temperatures are from 820 deg C for bronze to 1,120 deg C for iron. The sintering action is complex, but some degree of fusion is thought to take place. During heat treatment the parts increase in size slightly, and in cases where fine limits are required it is usual to "coin" the parts by re-pressing to size. Tolerances of 0.001in are possible by this method.

Pressing

The pressing operation is not entirely straightforward, and there are several movements of the punches to make quite a simple component. Usually the pressing is done from top and bottom simultaneously, and movements of punches and of the hopper supplying the powder, with which a lubricant of stearic acid or calcium stearate has been mixed, are co-ordinated to ensure evenly flowing and exact volumes of powder.

The greatest scope for the powder metallurgy method lies in quantity production of small parts, though it has other applications, and the change in technique for making, for instance, gear wheels may well be on a revolutionary scale before long. There is no waste with this method and the amount of further machining required is very small. Although the strength of a sintered part is not quite so great as that of one made from the same material in the ordinary way—it varies from 50 to 80 per cent—the improvement in wearing qualities is considerable. The self-lubricating bearings will absorb as much as 25 per cent by volume of oil, and absorption of lubricant will take place in any component, such as a spring damper piston, which is in contact with oil.



An automatic press which is ejecting the compound from the die.

Application of powder metallurgy does not end with mechanical parts, and filters made from metal powder for petrol and diesel oil were seen at the factory. With the close control of powder size—the filters are made from larger particles—and the exact porosity, combined with the durability of metal, the possibilities here are evident. A further application seen was the supply of de-icing fluid through porous inserts in the leading edges of aircraft wings.

Acknowledgment is due to the following publications for the use of technical material:—
Powder Metallurgy, by J. W. Lennox. Reprinted from *Machinery*, April 3, 1947.
The Production of Some Non-Ferrous Engineering Components by Powder Metallurgy, by J. W. Lennox. Reprinted from the *Symposium on Powder Metallurgy*, published by the Iron and Steel Institute May, 1947.

SOLID FUEL—NOT YET!

ONE of the joys of existence is the sudden arrival of sensation in its most startling guise. An everyday humdrum existence is suitably enlivened by an unexpected and portentous claim that some inventor has discovered a simple answer to conundrums of daily life which have engaged the earnest attention of qualified scientists for year upon year. Not very long ago, it will be remembered, the atomic car appeared. That is, atomic energy applied to the propulsion of an ordinary car for daily use. Responsible authority of Ministerial rank, suitably impressed, made all arrangements for practical tests. But, lo, no atomic car broke the stage wait that followed. Nothing has been heard of so tremendous a project since.

Then there was the world's land speed record car ready, partly tested, about to be proved, waiting to go to a course to better 400 m.p.h. by reason of its twin jet propulsion units; and of that, too, nothing more has been heard.

Now, according to the *Daily Express* of December 28, 1949, motoring troubles have been solved by a new solid fuel, off the ration (perhaps), simple to use, not too expensive, a mere matter of placing "a small tube containing a substance like hard grease" in a steel cylinder. The car was run; the proof, it seemed, was positive. And so on under the heading "Car Cruises at 55 m.p.h. on new solid fuel." And an interesting little magazine called *Power to Spare*, published by Oldham and Son, Ltd., wrote of the same thing in more guarded language in November last. It was made plainer by a photograph showing that beneath the bonnet of what appeared to be a German Opel there was a world's record collection of assorted pipes. In that article, it said (and this is the crux of the matter), "before the sceptical motorist (and he has reason to be sceptical) can be convinced, he must have proof by rigid tests carried out by the proper motoring authorities." Last year *The Autocar* approached the owner, Mr. F. A. Crawley, for details of the car and of the invention, offering to carry out a road test of the device.

Unfortunately, it has not yet been possible to arrange a road test in this case, but the inventor has given details of his apparatus, which he claims enables the car to run on an extraordinary variety of solid fuels. Some of these are compounded of phenol, shale oil, petroleum jelly and similar substances. Most solid fuel of all is steel ball bearings. Mr. Crawley puts these in a metal container and claims that they generate a combustible vapour when attacked by nitric acid, which he says he obtains by passing water vapour from the radiator, exhaust gas, and sump fumes through his complex system of pipes and coils.

The whole point of these "sensational revelations" is this: if a special revolutionary fuel, an atomic engine, a jet turbine, or any other startling device is announced, manifestly the first thing to do is to have the device tested thoroughly by an independent, unbiased, engineering authority; then, and then only, to make claims which are able to be substantiated.

It is the inventor himself who usually fails to take the only logical course to prove that his idea does what is claimed and, most important, does it without disadvantages or at exceptional expense.



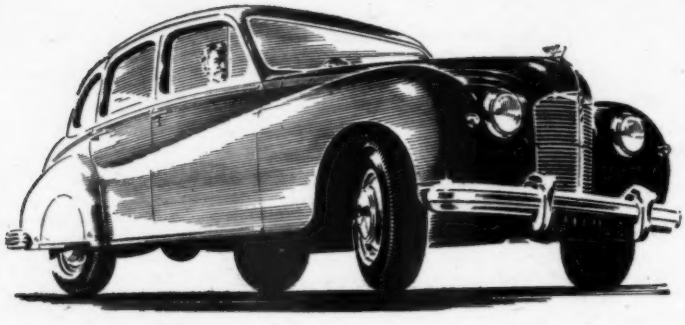
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Service Viewpoint

SEEING OURSELVES FROM THE OTHER SIDE OF THE PETROL PUMP



These notes are a further selection giving the point of view of the retailer and service station manager. They appear from time to time, and form an admirable balance for the frequent complaints regarding service that motorists make. Previous articles have appeared on October 21, November 18 and December 9, 1949.

Personal

OUR business, like many others, is founded on a policy of personal and friendly service. Our executives are available at any time, without appointment, for consultation on any subject connected with motoring and quite often on other subjects as well. Consequently I find myself giving advice about such things as filling in Form R(MS)1, the best route from A to B, nausea in canine motorists, how to drive on icy roads, and so on. I have even composed a letter from a would-be publican seeking an appointment with a brewer.

This free advisory service helps to build and maintain goodwill; and I am by no means the loser, because in the process of discussing problems with customers I acquire just as much knowledge as I give away.

✦ ✦ ✦

Post-service

HOW do employers generally regard the effect of post-war national service on the behaviour of their apprentices? On the whole I think the effect is good. Lads who went away bumptious, irresponsible and altogether too big for their boots seem to come back quieter, politer, more thoughtful and with a better sense of proportion. It is much easier to persuade them that on occasions they must consider the interests of the business as a whole at the expense of purely selfish preferences. The present duration of compulsory national service seems to be just right from the employers' point of view: long enough for the young men to absorb the broadening influences of Service life but not long enough for them to rise to positions of command which might prejudice their subsequent readjustment to civilian life.

✦ ✦ ✦

Wanderlux

MANY service stations are now equipped with 12-volt wandering-lights fed from overhead wires. Each light is mounted on a ball-jointed clip which can be attached to any convenient part of a vehicle. Current is supplied via a few yards of flexible cable, part of which passes through a long, hollow stick; at the top of the stick the positive and negative cables are connected to a pair of prongs which hook over the two parallel overhead wires. When not in use the sticks are hung by only one prong from one of the two wires, so that the circuit is not completed. The overhead wires are fed from the mains through a transformer.

The obvious advantages of this equipment are that there is no danger of shocks, the lights themselves are small and light, and wires are not left lying across the workshop floor for some unobservant person to trip over. A less obvious advantage is that in the event of an evening power cut it is not very difficult to feed the overhead wires from a few 12-volt batteries in parallel, or even from a "Tiny Tim" lighting plant, and thus to keep the workshop in action. There is one snag, however: more than once a car has been driven out of the workshop with a light still clipped to it, with disastrous results!

✦ ✦ ✦

Incentive

ODDLY enough the prospect of a fatter pay packet is not nearly such a powerful incentive to quick work as the creation of an atmosphere of urgency. If we explain to our men that the completion of a certain job by a particular time is a "matter of grave concern" to the management and the customer, astonishing results can be achieved. I have in mind a case which occurred during last summer. A transport contractor who had been through a spell of bad luck landed a nice little contract which would keep one of his trucks busy five days a week for some considerable time. One Saturday morning the truck came in misfiring badly. The usual drill revealed that the engine was in a poor state. At midday the owner arrived. We told him the sad story and recommended a replacement engine. "How long will that take?" he said. "Fifteen hours," we replied (the standard time). He threw up his hands in despair: "I must be on the job at eight on Monday morning," he wailed.

Now we were most anxious to help this man, but we have strong reasons for closing our workshop between 5 p.m. on Saturday and 8 a.m. on Monday. However, the position quickly became known in the workshop and it was not long before a volunteer came forward who was prepared to "have a go." At 12.15 work began. The driver of the truck offered his services as a fitter's mate and I acted as stores runner. At 4.30 the replacement engine was installed and running and by 5 o'clock the truck had been checked over and road tested.

To prevent any misapprehensions I must emphasize that standard times are based on the performance of a mechanic of average skill working at a pace which he can comfortably keep up all day and every day. Exceptional times such as I have described can be achieved only once in a while by a mechanic of outstanding skill working at a pace which leaves him completely exhausted. The physical effort involved is not abnormal but the mental effort necessary to ensure that every part is dismantled and reassembled in the correct sequence, and that nothing is forgotten or left to chance, is considerable.

✦ ✦ ✦

Objects of Pity

THE petrol company's representative is in an absurd position. He wants us to buy his company's product—or rather a product sold under his company's name—instead of some other company's; but he can produce not one logical reason why we should do so. The petrol itself is still Pool and we get the same product whoever we buy from; prices and discounts are controlled; all petrol companies can offer immediate delivery and in my experience all their drivers are equally civil and competent; and terms are almost invariably cash.

The only variable factors I can think of are the personality of the representative and the cost of telephoning the nearest distributing depot; even the second factor is unimportant because we don't usually place our order so late that it has to be telephoned. Actually we patronize two firms which have offices in the town and change from one to the other about once a month; if we forget to change the local rep. soon reminds us. But I should be interested to know if many retailers have changed their sources of supply since the Petroleum Board was wound up and, if so, why. SERVICEMAN.

DAY OUT FOR SPORTS CARS

M.C.C. EXETER TRIAL NOT TOO EASY AND NOT TOO DIFFICULT



One of the several H.R.G.s which figured in the awards: J. V. S. Brown on Simms, where he got nearer to the top than most.

IT is avowedly the object of the M.C.C. to cater for the ordinary sports car and even the better type of family motor, not the specials—and the repair trade; which makes the selection of a course that is sporting and difficult, yet undamaging, a matter of nice judgment.

On December 31 the Exeter Trial, with eight observed sections on a 60-mile route on and around Dartmoor, brought off this compromise with great success. First- and second-class awards were in just the right proportion to the total entry and were by no means confined to the big "steam engines" and the "jallopy specials," for one brand of quite normal sports car (extreme only in its notably unyielding suspension), the H.R.G., scored no fewer than nine first- and second-class awards. Two Morgans and a Magnette also won awards.



One of the big brigade, R. Hellier's Allard, at the foot of Coombe.

The course was too much for the family cars, however. As is often the case with an M.C.C. trial, there is inserted in a bunch of good useful hills one absolute stinker, so that many of the deserving get seconds, but only the very deserving get firsts. In this case it was Simms, a steep 1 in 2½ gradient covered with mud of the awkward viscosity—any slushier and you bite through it to the stone, any firmer and you get a grip on it. Forty-one cars came to rest on Simms, which was responsible for non-appearance in the first and second award lists of many redoubtable entrants.

Varied Surface

The first hill, Windout, was a winding one of medium gradient, a firm shale surface with an odd rut, in places, being covered with oak leaves and mud. The hill has a spring in it and, although the weather was dry, was a natural "weeper"; lack of grip and the small bad spots were about equally responsible as causes of the failures. Taken rightly, the hill permitted a very steady ascent, such as was managed, for instance, by A. F. Scroggs' old Trojan (it is wonderful what can be done at low speed with good torque characteristics—the Trojan was almost monotonous) and by H. J. Finden's Rapier, rather heavy for trials. A batch of Morgans went up with a completely unvarying engine note.

On this hill were two mighty horses which descended with their swingle-tree jingling behind them and strolled up again with heavy cars in tow, one of them a beautiful 2½-litre Riley convertible with engine trouble.



A. F. Scroggs' venerable Trojan slow-motioned its way up some of the hills and is here seen on Retreat.

Fingle Bridge hill was in two sections, of which the second was more difficult, for they stopped four and nine cars respectively. But for most of the entry—at this stage some rather unsuitable cars were still having a go—there was no difficulty, and there was no difficulty either in Stonelands as a climb. Here, however, there was a stop and restart test which brought the number of failures up to 15. Besides this stop and restart there was a timed special test after the first hill, a start and stop test on a downhill stretch. This test suggests a useful idea for any trial where it is desired to penalize a freak distribution of weight on the back axle: a series of sharp bends, with a slippery surface, which would have to be negotiated in a minimum time.

After Simms, the *pons asinorum* of the trial, there were two easy climbs, the Retreat and Kennel Hill, which were typical Devon lanes of the steeper sort, and each stopped a handful of competitors only. The event finished after an ascent of Coombe, down Teignmouth way, which was climbed by all and sundry. If anyone thought Red Devon was a political and not a geological term, Coombe village and hill should have put them right. The barns, the roadway, the fields, the weatherbeaten faces, even the corrugated iron roofs of Olde Eng-

PROVISIONAL RESULTS

First-class Awards (no failures).—J. H. Radbourne (H.R.G. 1,496 c.c.); Dan Clare (Clayton Sp. 1,172); A. O. Gosnell (H.R.G. 1,498); J. E. Bullivant (Riley Sp., vintage, 1,089); Dr. J. T. Spare (White-Ford Sp. 1,172); W. F. Mead (Allard S. 3,917); D. Murkett (M.G. S. 939); A. W. Richards (Austin 1,172); L. R. Gear (L.R.G. Sp. 1,172); B. Fitzwater (Riley Sp. 1,087); J. J. Whitefield (Ford Sp. 1,172); K. E. O. Burgess (Allard S. 3,917); H. C. Roberts (Allard 3,917); L. W. Taylor (Morris 1,172).

Second-class Awards (one failure).—P. H. G. Morgan (Morgan 1,122 c.c.); W. A. G. Goodall (Morgan 1,267); E. G. Smith (A.R.M. Sp. 1,203); J. V. S. Brown (H.R.G. 1,496); E. D. Scobey (H.R.G. 1,496); J. M. Lewis (H.R.G. 1,500); A. L. Chard (Ford Sp. 1,172); B. D. S. Ginn (Ford 3,622); D. J. Hase (Meakin-Cross 990); J. H. Pool (Ford 3,283); J. M. Richmond (H.R.G. 1,496); D. C. Mitchell (H.R.G. 1,496); J. Buncombe (H.R.G. 1,496); R. Hellier (Allard 3,622); L. A. Moore (Ford V8); C. D. F. Buckler (Buckler Sp. S. 1,172); C. F. Crossby (Vauxhall Sp. S. 1,203); J. H. Appleton (Allard 4,517); H. B. G. Epps (H.R.G. 1,074); H. W. Tucker-Peake (M.G. Magnette 1,287); G. L. Hancock (Allard 3,917).

Team Award.—K. E. O. Burgess, H. C. Roberts, J. H. Appleton (Allards).

1948 Triple Awards.—A. O. Gosnell (H.R.G. 1,498); W. F. Mead (Allard S. 3,917); K. E. O. Burgess (Allard S. 3,917).

1949 Team Championship.—Burgess, Roberts, Appleton.



H. W. Burman on Retreat with his good-looking 1½-litre Lea-Francis.



Coombe was easy going for A. O. Gosnell's H.R.G.





Left : W. A. G. Goodall (Morgan) in a spirited attack on Simms. Right : On the same hill R. E. Molyneux's M.G. requires the assistance of the tow rope. Simms was responsible for no fewer than 41 failures.

Day out for Sports Cars . . . . continued

lande, the cows—all were an astonishing red. And one car at least, on washing down in a Dorset watersplash the next day, turned the water red, too.

The trial was scheduled to run from 9 to 12.30 a.m., and in spite of a big field (57 cars and also motor cycles) ran to schedule. Clear route marking helped to avoid tangles, but the main factor was the strength of the officials. On Simms, for instance, there were nine marshals and observers, and a tenth in charge of the towing arrangements; several travelling marshals were embedded in the trial, and there was a Land-Rover whipping in and collecting anyone who had done a Casabianca. The West of England, Plymouth, Moretonhampstead, Exmoor and Crediton Clubs lent useful support.

In the evening the New Year was duly seen in by a general party at the headquarters hotel in Exeter.

One of the handful of trials specials in the event—D. J. Hase's 990 c.c. Meakin-Cross, on Coombe.



THE IMPORTANCE

HOW TO GET THE BEST OUT OF A CAR BY GIVING IT

WHETHER among the fortunate few who have managed to acquire a post-war car or the many who have to make do with a pre-war model, one can do much to get the best results from it. Any piece of machinery, however simple or complex its nature, needs attention if it is to function satisfactorily. If it is neglected it will sooner or later give trouble and may fail entirely.

With a complex machine such as a car it is important that maintenance should be systematic, otherwise some important component will eventually be overlooked. If the manufacturer's handbook for the car is referred to it will be seen, for instance, that a definite plan is recommended for attending to the various units which require lubrication, according to a mileage basis or, possibly, to a time basis in certain cases. Indeed, cars vary so much in design that it is necessary to refer to the particular handbook for the correct intervals at which maintenance tasks should be carried out. Lubrication is undoubtedly the most important, especially as regards the engine, because in it oil is actually consumed.

Engine Lubrication

How often the driver should take a dipstick reading, or look at the sump oil depth gauge, if his car has one, depends upon the condition of the engine and his knowledge of it. An engine in good shape in which there is, as yet, no appreciable cylinder bore wear may need the sump topped up with a little oil only about every 250 miles, and it may even consume no measurable quantity of oil between sump oil changes. The worn engine, on the other hand, may need as much as a pint of oil every 100 miles.

Accordingly, a driver who knows his car well may think it safe to look at the dipstick only every 250 or 300 miles, which may be once in two or three weeks in these days of petrol rationing. In so doing, however, he is taking the risk that, unknown to him, there has been a leakage of oil from, for instance, a loose oil pipe union. The really wise driver will remember this possibility and look at the dipstick more frequently. He will also notice the colour of the oil on the dipstick, for as it gradually loses its greenish-amber tone and becomes blacker, it is an indication that the time is approaching when the sump should be drained and replenished with fresh oil.

How often this should be done depends upon various factors, the particular engine, its condition, and the quantity of oil in its sump in relation to its size. Some makers recommend that the oil be changed every 1,500 miles. Naturally, the greater the quantity of oil in circulation in an engine, the longer will it take to become contaminated with carbon and dust particles or with oxidation products generally. Also the condition of the engine has a bearing on the state of the oil because in a worn engine there is considerable blow-by of exhaust gases past the pistons and rings, leading to more rapid deterioration of the oil. This may, however, be counterbalanced by the necessity for more frequent topping-up.

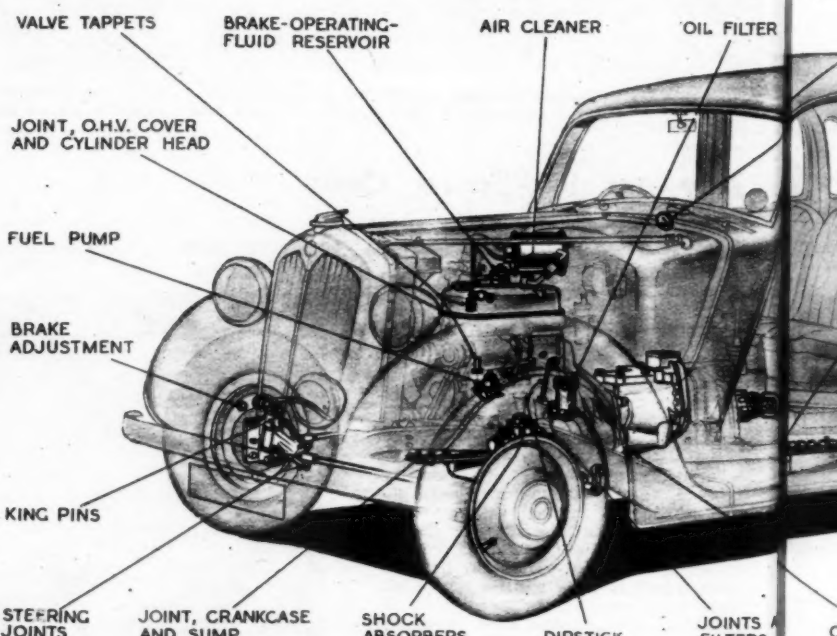
Obviously, the oil filter should not be forgotten, and it should be cleaned or renewed at the intervals recommended in the handbook. Yet how many drivers could say when they last cleaned or replaced the oil filter? It is no good relying on memory. A note should be made in the log book and the speedometer mileage recorded, of course. A filter of the type which can be dismantled for cleaning should be cleaned every time the oil is changed, otherwise the fresh oil will be contaminated by the dirty oil remaining in the filter.

Oil leakage is always a possibility. After draining the sump it should be made quite certain that the drain plug has been tightened up really well and that there is no leakage from it. Unions of oil pipes, such as those running from crankcase to filter or to the oil gauge, should also be securely tightened if they have been disturbed, and should be examined periodically. So should any joints at filters.

Leakage of oil sometimes occurs from the joint between crankcase and sump because continuous vibration has eventually caused the loosening of some of the securing studs, or the joint between the cover of overhead valves and the cylinder head may leak because of a defective or badly fitted cork gasket. Any leakages of this nature should be eliminated by tightening the appropriate studs or nuts, and the fitting of a new joint gasket if need be.

Although the purpose of an oil-pressure gauge is to inform the driver that oil is circulating at an adequate pressure, it can also convey other information. If the pressure is unduly low it may be because the quantity of oil in the sump is smaller than it should be, so that the temperature is higher and the viscosity accordingly lower. Again, in some cases if the oil level is low the oil may surge in the sump on corners, being temporarily thrown away from the intake of the oil pump and resulting in a lowering of the oil pressure as shown on the gauge, or other form of indicator, such as a warning light. A glance should, therefore, frequently be taken at the pressure gauge.

Replenishment of gear box and final drive is normally necessary only at



OF MAINTENANCE

IT SYSTEMATIC AND PERIODICAL ATTENTION

long intervals, but on an old car, wear in bearings and oil seals may result in leakage. Frequently the recommended interval for changing the oil in gear box and final drive is 5,000 miles, and topping up may be necessary only every 2,000 miles.

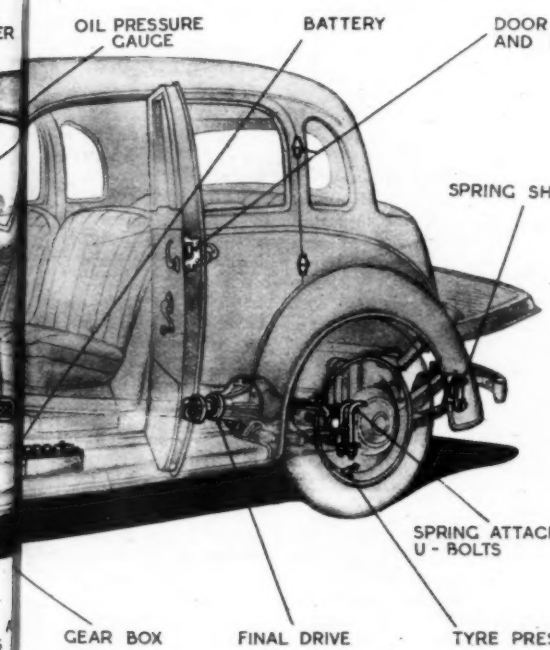
Chassis lubrication is too often sadly neglected, with the result that wear develops in steering joints, king pins, the sliding joint of the propeller-shaft and, possibly, the spring shackles, if these are of the old metal-to-metal type lubricated through grease nipples instead of the more modern rubber bush pattern. To prevent this happening, chassis lubrication should be carried out regularly at the recommended intervals and the correct grade of lubricant should be used for the gun. If grease is specified then oil should not be used, as it will leak away. If oil is specified then grease may not feed through the small oil-ways. A chassis lubrication chart is normally included in the handbook in order that the owner may know exactly how many nipples need attention and where they are located. The lubrication of wheel bearings is necessary only at long intervals, usually 5,000 miles.

Although important nuts, bolts and studs are provided with some form of locking device—such as lock-nuts or spring washers—there is always the possibility of vibration eventually causing a loosening. One should occasionally go over all nuts, therefore, to check them for tightness, unless they are actually split-pinned. The U-bolts which attach half-elliptic springs to axles are often secured by nuts and lock-nuts, but the bolts may stretch slightly in time. When having a general check-up for tightness, therefore, first release the lock-nuts and then check the tightness of the U-bolt nuts, not forgetting to tighten the lock-nuts. Incidentally, there is a correct way of tightening lock-nuts; it is incorrect to tighten the lock-nut down on to the nut without supporting the nut itself. Two spanners are necessary, one to hold the nut, while the other tightens the lock-nut.

This should be remembered when valve tappets are being adjusted, otherwise it will quickly be necessary to do the task again. Side valves usually have tappets secured by lock-nuts and overhead valves have a somewhat similar form of adjustment in one end of their rockers in the form of a screw secured by a lock-nut. In this case the screw must be held at the correct setting while a spanner tightens its lock-nut. As this is not easy to do properly, that is, without the screw turning slightly, it is always necessary to check the valve clearance again after tightening the lock-nut.

Too often the fuel system is neglected until trouble forces the driver to do something; then probably the petrol filters need cleaning. There are normally two such filters, one incorporated with the fuel pump whether it be mechanical or electrical, and the other with the carburettor union. The filter in the fuel pump is more likely to become choked because it is the first one in the petrol flow, but both should be cleaned occasionally to make sure of avoiding trouble.

Be careful not to lose any fibre washers that may be used in making petrol-tight joints, or fuel leakage is almost certain to occur. Also check over the fuel pipe line occasionally. Any sign of dampness indicates a slight leakage, which may mean a loss of one m.p.g. The air cleaner on the carburettor requires cleaning regularly, usually every 5,000 miles, otherwise the free flow of air through it will be obstructed, which will result in too rich a mixture and high fuel consumption.



A typical car "ghosted" to reveal many of the points mentioned by the author as requiring attention. This is a type of the pre-war years, before many greasing points were abolished by the use of rubber bushes.

Brakes

Brakes do not normally require frequent adjustment because linings have been intensively developed of late years and have very long life. Obviously, however, they should be kept at maximum efficiency in the interests of safety. With hydraulically operated brakes it is important to check the level of the operating fluid in the reservoir from time to time.

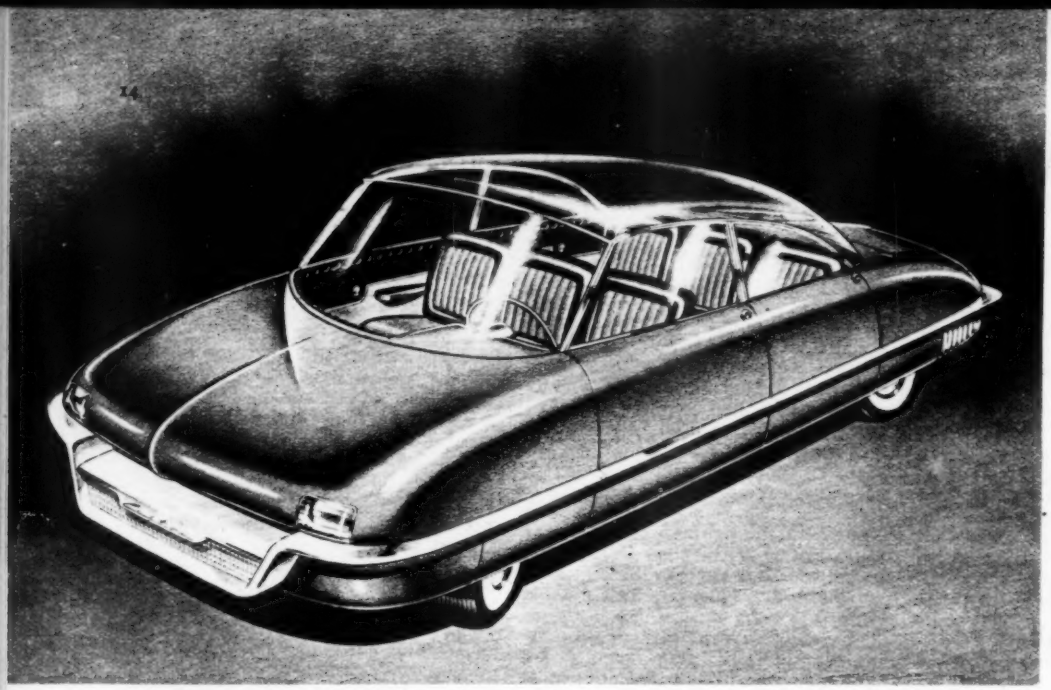
Tyres need very regular attention if their maximum life is to be obtained. Pressures should be checked at least every week and the pressures recommended should be closely adhered to. It is not desirable to reduce the pressures in order to obtain more comfort or, on the other hand, to increase them with the idea of obtaining a longer tyre life.

If front tyres show unusual or rapid signs of wear there will be a cause for it, probably misalignment of the front wheels if pressures have been correctly maintained. It is not easy to check wheel alignment on modern cars without special gauges, but any service station or garage worthy of its name will have the necessary equipment and the job does not take long.

At least the owner-driver can examine his tyres regularly and remove any flints found embedded in the treads. If these are left in place they may work into the tread and finally cause a puncture.

The coachwork also requires a little maintenance, apart from cleaning and polishing. Door hinges and locks need lubrication occasionally, screws may need tightening, bonnet hinges and catches will be the better for a smear of oil or grease, and so will those of the lids of the luggage and spare wheel lockers.

A. G. D. C.



A Brooks Stevens version of the "plastic-top beetle car." In dismissing this with the slighting comment, "Artists seem to like it," Stevens points out that there is little beauty and limited function in such a design.

IS THIS THE YEAR OF

The American

LEADING INDUSTRIAL DESIGNER URGES A RETURN TO SANITY IN CAR BODIES

SIGNS of revolution are to be seen in the States. Here is a little one:

"Car buyers are wondering why the time, money and engineering talent devoted to styling the 'rocket-shaped' passenger vehicle of today couldn't have been used to better advantage."

That snippet is from the Automobile Club of Central New Jersey's *Spotlight*. Here is a bigger one, from the national and world-famous journal, *The New Yorker*:

"After nine years of driving one car and reading how much better and roomier the new ones were each year, we set out the other day to swap our 1941 coupé for a new one—same make, same model . . . . . We examined the car (and the situation) from every angle, put the tape measure back in our pocket, moved gradually toward the luminous old 1941 buggy under the elm, got in, and drove home—a smooth, effortless ride that set us ahead in life's race by about seventeen hundred dollars, which was what the dealer wanted us to give him in addition to our (bigger, roomier) 1941 car."

And here is the most significant one of all, a Paper by Brooks Stevens, industrial designer, entitled *Future Body Styling in Retrospect* and read before the annual technical convention of the American Society of Body Engineers, Inc.

They all add up to the same thing—dissatisfaction with the current American car body, but the dissatisfaction is healthier than usual because eyes are being turned backwards instead of forwards. Design amateurs (and a number of professionals as well) seem to think that "On, Stanley, on" is the only motto applicable to car body styling, and the result of this delusion is seen annually in the designs submitted for bodies in leading competitions. With incredible monotony they have, for the past fifteen years, posed variations of the tortoise such as were regarded as the last word by readers of boys' magazines twenty years ago—except that the illustrations in such magazines were by hack line artists who made no pretence to being car body stylists.

To these would-be stylists aerofoils are the ultimate and every move must be towards them; not one of them thinks to look back, as the designer of the Triumph 1800 saloon did, and realize that the clean corners of the Victorian brougham were worth retaining. This obsession with the present and future, and denigration of the past, is so unreasonable; if it were carried to its logical conclusion, each generation would start from scratch, refusing to admit that anything from the past was worth retaining. And what a mess *that* would be.

Brooks Stevens has looked back, and the glance prompts his opening sentence: "Will future motor cars look like an airplane with fanatical adherence to aerodynamics as a formula for the family passenger car body design?" The question, he says, is particularly interesting right now, because experience of some of the post-war designs has shown that advertisement and showroom display should not be the dominating factor in choosing a car; the living with the vehicle in a practical and economical manner is now provoking a screening operation by the buyer which demands good body design. Shape, in other words, is no longer enough. Watch out, he warns those who are racing for the streamlined zenith; you are heading for trouble, and he quotes an English opinion of the American car as an Awful Warning: "Gentlemen, the American motor car

ABOUT BROOKS STEVENS

Brooks Stevens is a 39-year-old industrial designer who studied architecture at Cornell University. He opened industrial design offices in Milwaukee in 1935, and has been responsible for some outstanding American designs, amongst which were the Willys Jeepster and station wagon, and the crack trains of the Chicago, Milwaukee and St. Paul Railroad, the "Olympian Hiawathas" with their sky-top lounge observation cars. Early in 1950 he will be accorded a unique honour when the Milwaukee Art Institute (a major public gallery) sponsors an exhibition of his work. He and his family live in a house of his own design at Milwaukee.



Boldly emphasizing the verticals, this design by Brooks Stevens provides good door openings, higher windows, and improved driver visibility. Converging body sides offset the removable rear wings, and running boards are concealed beneath the chromium rubbing strip-cum-rear bumper.

Revolution ?

looks like an inflated omelette with a chromium plated moustache."

While acknowledging the exaggeration, Stevens admits the basic truth. If, he says, your car is going to be merely one large envelope with a superstructure, or window-group, you are going to depend on ornamental grilles and applied chromium gimcracks for individuality. Along with this arrival at the common denominator you have also plunged headlong into dissatisfaction with the difficuly of maintenance and repair.

Although unnamed, the Willys company is instanced as a manufacturer who saw the red light and cashed in on the new American demand for function. The result was the Jeepster and the station wagon (Willys do not currently make an ordinary saloon), which were produced to meet criticisms of sheet metal expanse, difficult entry and exit, head room, excessive overhang, clearances, and body repair costs.

Unnamed again, Studebaker are referred to as the manufacturers of the model which goes farthest towards aircraft styling at the moment, and Stevens points to the piquancy of the contrast between the impact of these widely different models on the market. He acknowledges that the Studebaker has certain elements in its design which are improved functionally. The bonnet mass has been dropped in order to improve vision, dispensing with the average bonnet, frankly designated as "broad, high and relatively useless."

The somewhat tortuous title of the Paper is recalled as a hint of the intention of its author to look back for good design points, with, he says, "a certain amount of reverence." The time is opportune now that individuality is being lost and the consumer public is becoming adamant about "cars that do not fit in older garages, with fender dents involving a week's wages for repair, and streamlining (or pseudo-streamlining) being carried to the point of danger in the careful and safe handling of the car by the average driver."

Looking back for Brooks Stevens is made easier by his hobby of collecting veteran cars, and he quotes an instance that immediately strikes a chord in British hearts of useful design points of the past. During the Minneapolis Aquatennial Tour in July, 1949, he was driving his 1914 Marmon Wasp Raceabout. The weather was very hot, and with a relatively tight engine his main concern was heat under the bonnet. On the centre line of that 9ft prow was a nickel-plated Motometer, "trademark of a definite motoring era." Stevens recalls with satisfaction how he fixed his eyes on the mercury. "It was never necessary to drop one's eyes from the safe road position, and a careful check was never a difficult movement." How amazingly simple, functional, logical the device now seems, he says, compared with forgetting completely to check engine heat or trying to ferret it out from the cluttered instrument board.

In this connection, says Stevens, "I still maintain that on the modern and future motor cars bonnet ornaments are superfluous. Abstractions of the human form, birds,



Designed for medium price and wheelbase, this car illustrates Stevens' contention that the horizontal motif is better suited to car styling than any other. Note the frankly admitted air intake, placed deliberately high in order that the main influx shall strike the radiator and cylinder head and take in the minimum amount of road dirt.



An outbreak of sanity: the Willys Jeepster, civilian descendant of the famous wartime Jeep and styled by Brooks Stevens.

The American Revolution . . . . . continued

aircraft, and guided missiles seem to have taken over at the point where the radiator cap and Motometer were perched in functional dignity twenty years ago." How refreshing that sounds! And remember it comes from an American.

He points to the loss of driver visibility since both wings could be seen with ease, but admits that Kaiser-Frazer and Studebaker have improved matters recently, and argues that headroom and ease of entry for old and incapacitated persons are points that call for consideration in future body design. This does not mean going backwards in a derogatory sense, he claims, because the Willys Jeepster has proved that the public is not wedded to an industry-accepted pattern. In its design it was felt that the sportsmen and youth of America had fond memories of the true open car last seen in the 'thirties, and that "automatic, electronic, hydromatic, button-pushing convertibles of today were extremely expensive for this smaller market."

For the standard four-door sedan of the future, says Stevens, it would be well to look back and strive for functional improvement. Excessive overhangs, he points out, have created illusions of length as well as real length that is uncontrollable in garages built only a decade ago. While admitting the problems of the A pillar (the screen pillar) he maintains that these pillars were slimmer in the past, and points out that the extreme rake of the modern American screen has given birth to a contemporary sun vizor industry. Some modern door openings are difficult for entry and exit, and the openings could be enlarged even with lower silhouettes. Window sizes could increase, and, he maintains, "there is no law in modern car design which places the lower window sill line at the passenger's shoulder level."

His words on instrument panels are a joy:

"We have been through a recent decade or so of instrument panel extremes wherein every trick in design fabrication, raw materials, lighting, and positioning was exploited. Many of them became an outright game as to where the controls were actually hidden and which way you moved them if you found them. The 'organ console' key arrangement, fairly adequate in the day-time, after an extensive training course required virtually the knowledge of the Braille system at night to find the hot air 'IN' switch or the refreshed, revitalized air 'ON' switch."

On interiors one is not so whole-heartedly with him. He pleads for fabrics and colours borrowed from the home, postulating once again the American view that the car is purchased by the wife and that the interior should be keyed to her tastes. All right as far as it goes, but it must be remembered that home fabrics are not subject to the same wear and exposure to dirt as are those used in the car.

Nor is his advocacy of the hard-top convertible acceptable. The hard-top convertible is a spurious machine, and everything spurious should be condemned out of hand. If it has a sales appeal, well and good; let it be accepted for what it is worth. But, even so, it is possible to argue that the designer should not pander to the debased tastes of the consumer; at least, not in a perfect world.

His conclusion is well worth verbatim quoting:

"The American automobile, for many reasons, has reached a level of investment to the consumer which is extremely high, and the 'whim' buyers are going to be few and far between, and *they* will think twice before turning over from two to three thousand dollars for something that looks like it's doing 100 miles at the curb but is so designed that you must crawl into it as you would into a fighter plane."

The wind from the west is suddenly fresh. Can it be that 1950 will ultimately prove to have been the year of the American Revolution?

M. B.

GOING MONTE CARLO WAY?



A little practice with the unditching gear before a previous Rally. This car, which had such luxuries amongst its equipment as an h. and c. wash basin, won the Concours de Confort.

PREPARING FOR THE GREAT WINTER RALLY

ATTRACTIVE jaunt as the Monte Carlo Rally may appear, it has many complications which must be considered thoroughly if the competitor is to have any chance of success. First, he must make up his mind what he intends to do; if, for example, he wants to win, or to attain a good place in the general results, then the recipe is, as always, as much power as can be got for as little weight carried. If, on the other hand, he is merely anxious to have a good run and finish let the result be what it may, then a normal car in really good condition is quite good enough for the job. But if it is the intention to try to get the car through without losing marks, and then to gain a prize in the comfort competition, there is a very great deal to think about, remembering that there is much value in a result which pronounces a car the most comfortable and the best equipped of all those in the Rally.

Test Ratios

Taking these things one by one, the first is obviously a matter for considerable aid from the manufacturers, apart from which exactly the right gear ratios for the acceleration test and the regularity course must be selected, for very much depends on that; moreover, the regularity test must be practised and re-practised until driver and navigator, or driver alone, know exactly what to do to make sure that the car goes round the course fast, and equally fast over each timed section, and that very often means somebody counting off times for tenths of a mile, while one must endeavour to arrive on the finishing line at the exact time. Manifestly, competitors will not have as comfortable a run with this type of car as with the comfort competition machine and, what is more, they will have to study the regulations most thoroughly to see what they are allowed to do to improve performance.

With the normal car, all that is necessary is to see that the machine is in first-class condition throughout and in no circumstances to start the run with anything that has not been tested and proved satisfactory beforehand.

For the comfort competition one must be ingenious as never before. Every cable to every electrical accessory should be of a different colour, have its own fuse, its own switch, and be marked plainly. It may be well to have two batteries; it is certainly advisable to contrive a really comfortable bed in the car for the night run and it is even better if a partition with a blind divides the cockpit from the rear of the car so that the man off duty can rest. The windscreen wipers should have special blades and probably a water supply. The windscreen should open in case of fog and special fog lamps are essential. It should be possible to rewire any given lamp in a matter of minutes. The windscreen wiper motor should be easy to replace.

Then there must be a table and some provision for a meal while the car is travelling, which in one case I remember involved a method of supplying hot soup. Two spare wheels are wise; the fuel pumps should be duplicated and possibly some of the fuel lines. The navigator should have a little table with a special light so that he can work on his log, study his maps and have the necessary watches in sockets all ready. Possibly a compass is worth while. Opening the doors should floodlight the steps and, if possible, the floorboards.

Chains are essential but should be tested. The seats should be made extra comfortable with an arm rest between the driver and the navigator, the arm rest also serving as a receptacle for tobacco, matches and such food as the crew on duty need. Maps should be arranged in a locker. The speedometer should show kilometres as well as miles, the fuel gauge litres as well as gallons and there should be a proper average-speed clock. All spare light bulbs should be plainly marked, securely housed and so on right through the car. Provision for as much luggage as possible will entail a special box or rack on the roof.

Colour Schemes

Finally, colours need some thought to get the best effect and the whole equipment of the car should be listed in French, English and Italian, for the benefit of the judges. Now this type of car weighs quite a bit. That is the reason why it cannot win, and it is very important that it should be taken for a long, fast test with all its equipment on board, because it is practically certain that the springs will have to be strengthened. The car may also behave oddly, especially on ice. But it is wonderful what a comfortable run it will give you, however bad the chance of winning the Rally section.

For all cars a most important thing is to obtain a crew which will remain on speaking terms however tired the members may be, and whatever difficulties have to be faced. Moreover, a crew each member of which can drive as fast as the others, but do it in such a fashion as not to create alarm and peevishness in the manner we all know. Somebody, of course, should have a thorough mechanical knowledge of the car and the ability to effect repairs, and all should be able to read a map. All should also know the regulations from A to Z.

Before the start one must make out a route card, which entails being very careful over the exact distances, for otherwise, with the average running, the speed becomes oddly wrong. Town plans are essential, but if difficulties really arise as to the exact situation of the control, it is possible to hire a taxi as a guide, failing special arrangements with the agent for the particular car concerned. Remember two great difficulties: fog, which is practically certain; and snow and ice as a possibility. Both need considerable study; both must be mastered.

Crew Drill

Then there must be a drill so that the crew do not get dispersed in a control but know exactly when and where to forgather, how and when to sign the official route book. Remember that if anything seems to be wrong with the time officially stamped in the book, the fact should be witnessed at once and suitable evidence obtained.

As to starting points, it is obvious that for British competitors it is less expensive to go from Glasgow than from anywhere else, the only difficulty being the Channel crossing, and, if the winter is really bad, snow in Britain. Monte Carlo is the obvious alternative, but a stay in Monte Carlo outside Rally time can be very expensive. If, by the way, a competitor is thinking of a strange starting point, study the conditions appertaining to that point most carefully, remembering that the French rules are official, the English only a guide.

As to cost, well, there is no need whatsoever to stay at the most expensive hotel in Monte Carlo; there are plenty of others less expensive and very comfortable. Just because you are in Monte Carlo, it is not necessary to live or enjoy yourself on the scale of a millionaire. I still think that the three-crew car can cover the Continental course of the Rally there and back for £100, provided the cost of fuel does not rise fantastically. And beyond any question or doubt, everyone will enjoy the event.

CASQUE.

A SEAFARING CORRESPONDENT

VISITOR'S IMPRESSIONS

by G. E. ELLIS



In the valley, approaching Fransch Hoek Pass.

OUR little ship has covered many leagues of ocean in her wanderings, and our old haunts in the Mediterranean are now but remote memories. From Aden we made our way southwards to the Seychelles, a picturesque group of islands, mountainous and verdant, with thousands of coconut palms extending right down to the white sandy beaches fringing the many bays. We did a cable repair off Mahé, the principal island, and then carried on to Durban, keeping well to the east of Madagascar and sighting no land until the coast of Natal came in view. A long trek, and the Indian Ocean swell is something to remember. Also I saw my first albatross; they glide continuously, skimming the waves with no apparent effort, and scarcely ever use their wings for propulsion purposes.

Durban is a fine modern city of some 300,000 inhabitants and I think, judging from the number of cars, every family must possess its own means of transport! As a result cars for hire were few and far between, but we did manage to secure one to run out to see the famous Valley of a Thousand Hills, about 25 miles from Durban along the main road to Pietermaritzburg. It is practically a continuous climb all the way, the hotel overlooking the valley being situated at a height of nearly 3,000 feet. There was a constant stream of cars in either direction, and the drive was very reminiscent of the Brighton road on a busy week-end—before petrol rationing. It was an excellently constructed road, which our driver informed us remained equally good for all the 800 miles to Johannesburg, and we noticed that reconstruction work to improve some of the many bends, and to widen the road in places, was in active progress.

Jacaranda and Rain

The name of the valley may sound romantic, but as a cold mist and rain descended soon after our arrival we were perhaps not as enthusiastic as we might have been had the weather proved more favourable. What did impress us, however, were the jacaranda trees just out in bloom; their bluey-mauve blossom, masses of it, was a sight that even the rain could not spoil. But don't think that it always rains at Durban; it can be perfectly lovely there, in the clear bright sunshine, and neither is it too hot at the right time of year. After the real tropics it was most pleasant.

Setting sail again, we had a somewhat wintry trip to Cape Agulhas, but it then cleared up and we arrived safely in Table Bay on a perfect morning, with a wonderful view of Table Mountain—with no "tablecloth" over it. Cape Town differs from Durban inasmuch as it has an older appearance and possesses perhaps more of an atmosphere; but it is thoroughly modern for all that. At Cape Town I saw some new English cars, notably a smart little Austin A.40, an immaculate Rover (positively sleek, it was!), and a brand new Wolseley Twelve, with head lamps and all, *not* built in. Of course, I am prejudiced, but I must say that the clean lines of the Wolseley's bonnet and wings, with the separate head lamps, did appeal to me amongst all the surrounding American types; it looked a real car. In spite of the number of cars at Cape Town there is little congestion noticeable, and the wide thoroughfares allow plenty of space for parking. Traffic is silent, and if it is necessary to sound the horn the slightest and most unprovocative "toot" is all that is considered necessary—and polite!

If American cars predominate in South Africa there are, I think, two main reasons for it, and both I am afraid are good ones. They are cheaper than ours, which is a primary consideration; and, as any South African will tell you, American cars are more roomy and comfortable, and have greater power than the ordinary English family car. Also distances are greater—much greater—than any we are accustomed to at home, and although the trunk roads of South Africa, so far as I have seen, are excellent, there are hundreds of miles of gravel roads amongst the mountains, and conditions generally are not favourable to the low horse-powered average English car.

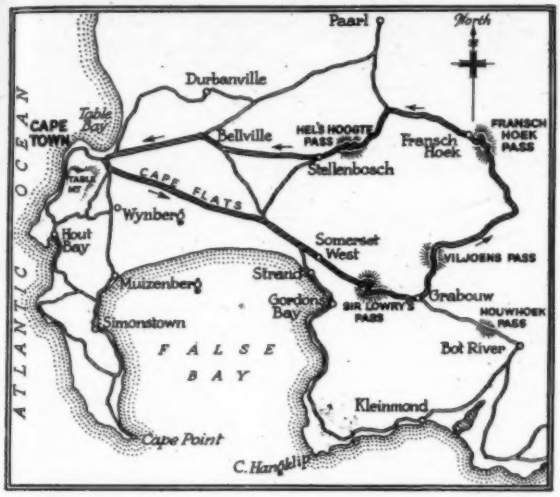
Over the Passes

While at Cape Town we had a day's run, in a Chevrolet Fleetmaster, over the drive known as The Four Mountain Passes, some 150 miles in all, which gave us an idea of the scenery of the Cape—away from the sea (of which we see, sometimes, a little too much!).

Leaving Cape Town, the drive took us over the Cape Flats to Somerset West, a picturesque little town in lovely surroundings, and thence over the first of the passes, Sir Lowry's Pass (1,490ft), to Grabouw. Sir Lowry's Pass was a good climb, but over an excellent tarred road, and the Chevrolet took it easily. It crosses the Hottentot's Hollands Mountains, and from the summit there is a very fine, extensive view over almost the whole of False Bay and Simonstown, the naval base at the Cape.

The Viljoens Pass was next with a gravel road which climbed at first through some beautiful wooded scenery, with Australian gum trees predominating. The glimpses of the neighbouring peaks and verdant valleys, framed in the foliage of the tall gums, was certainly one of the high spots of the whole drive—it was a lovely road. After reaching the summit the country became open and wilder, with ranges of mountains ahead and on both sides, while the road deteriorated considerably. I thought of my

GOES ASHORE IN SOUTH AFRICA



1936 Wolseley, a Fourteen, and how she would have managed. I decided yes, she would (she has been over much rougher roads in Cornwall, her home), but she could not have ignored the holes and corrugations, as the Chevrolet did, nor would she have kept up a speed of 40 miles an hour.

The pre-war Wolseley would have managed our next climb, the Fransch Hoek Pass, which was very wild and rugged and steep in places, despite the rough road surface; but it would have meant second gear. The Chevrolet took most of it, quite happily, on top, with second only for one or two especially awkward bits. A good deal of the road was built up against the mountain side, with a retaining wall on the outside of considerable depth, over which one could look down into the precipitous rocky gorge beneath with its little tumbling stream. By then we were up in the dark rain clouds, and the scene was gloomy and sinister enough for anyone, but withal fascinating.

On arrival at the top, however, eveything changed as if by magic. The clouds cleared and there, lying below us and extending into the far distance, was the fertile and lovely Drakenstein Valley where, in 1688, the Huguenots first came to settle in the new land we now know as South Africa. During the descent the road doubled back on itself around an acute bend, but the surface improved and it was quite an easy run down into the village of Fransch Hoek, where we halted—owing to the claims of photography on the way—for a very late lunch.

Then on again, past many lovely old Dutch homesteads, to Hel's Hoogte Pass, our fourth and final one. A very slight and gentle pass but with some pretty glimpses of well-wooded country, and some fine cloud effects over the mountains. From Hel's Hoogte we came to Stellenbosch, the most attractive township of all that I saw in South Africa. It was founded by, and took the name of, Simon van der Stel, Governor of the Cape in the latter part of the 17th century, and is the second oldest town in the Cape Province. In the centre of it is an open space known as the "Braak" (meaning uncultivated), which was never built on, except for the little picturesque Anglican church situated to one side of it, and, in the early days, it was used as a training ground for musketry practice by the Huguenot burghers. Close by it is the Old Powder Magazine, built in 1777, with a bell over it, which, so we were told, was rung whenever there was any fear of the township being attacked. Stellenbosch still preserves its ancient character, and with its many famous old Dutch houses has a very real charm of its own.

Another 30 miles of excellent road brought us back through Bellville into Cape Town, and then through the docks to the *Mirror*, lying snugly at her berth in Victoria Basin. A most enjoyable day's run, and satisfying, because it showed us the Cape inland, which is quite different from the impressions one gains by visiting seaports only.

And now off to sea again.

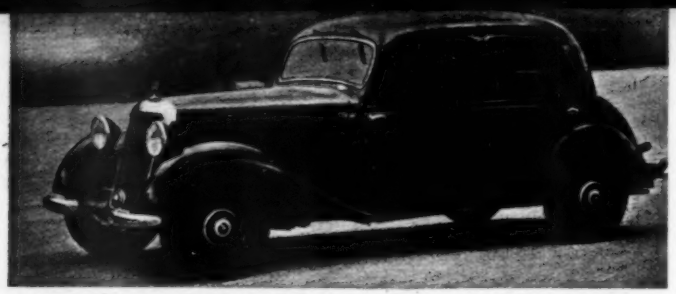






Ascending Fransch Hoek Pass—showing the built-up road with its retaining wall. Right: The old Huguenot township of Stellenbosch, from the "Braak." Above, right: The gravel road winds upwards through the woods at the foot of Viljoens Pass, near Grabouw.

A SMALL DIESEL



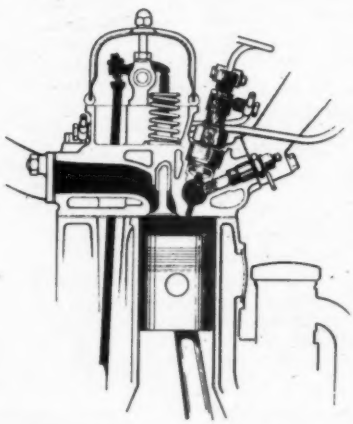
The Mercedes-Benz 170D diesel engine is fitted in a car of pre-war design with transverse leaf spring i.f.s. The post-war 170S petrol-engined cars have a slightly larger body and coil spring front suspension.

IMPRESSIONS OF THE 1.7-LITRE MERCEDES-BENZ

THE 170D Mercedes-Benz has created considerable interest, as it is the first car offering a diesel engine giving the same power output as the petrol engine it replaces, with the same dimensions, and so provides diesel economy without excessive weight or loss of performance. It was described in *The Autocar* of June 3, 1949, and it is now possible to give further details, with road impressions gained by a British consulting engineer recently in Germany.

In 1936 Daimler-Benz took up the production of diesel-engined passenger cars, being the first automobile factory in the world to do so. Several cars of the original model, Type 260D, with a 2.6-litre four-cylinder engine developing 45 b.h.p. at 3,200 r.p.m., are still to be seen in Germany as taxis. The main feature of the vehicle was low running cost; acceleration, speed and noise were then only a secondary consideration, and production continued until 1939.

After the war, Mercedes-Benz designers began work on a new diesel engine for cars. Important considerations were that it should be light in weight, should use as far as possible standard components, and that it should be capable of being fitted as an alternative, without any modifications, in place of the 1.7-litre four-cylinder petrol engine of 38 b.h.p. at 3,400 r.p.m. in the existing 170V chassis.



(Above) Following usual Mercedes-Benz practice fuel is injected into a pre-combustion chamber which also houses an electric glow plug to ensure easy starting. The overhead valves are operated by push rods.

In its basic construction the 1.7-litre four-cylinder diesel engine follows the lines of the 1.7-litre petrol engine, some parts being interchangeable. The well-known Mercedes-Benz pre-combustion chamber injection system has received certain developments before being applied to the new 170D engine. This system ensures combustion with the minimum of smoke under a wide range of loads or speeds, apart from operating well on all kinds of diesel fuel.

Crankshaft and connecting-rods are fitted with lead-bronze bearings; pistons are of light alloy. To give easy starting, glow plugs are fitted in the cylinder heads, penetrating into the pre-combustion chambers, and are operated by a switch from the facia board; even after the car had been standing outside during several cold November nights the engine could be started in a few seconds.

On the road the car gave a pleasant ride, being slightly slower in acceleration than with the comparable petrol engine, but the performance on winding hilly roads left little to be desired. Although it was not possible to measure independently the claimed maximum speed of 62 m.p.h., an average speed of 37.6 m.p.h. on a 127-mile journey, partly on the *autobahn* and partly on normal provincial roads, was achieved. The engine was reasonably silent, chiefly owing to the large rubber mountings which also absorb a considerable proportion of the vibrations. These could be noticed slightly only on rare occasions.

The four-wheel independent suspension gave excellent road holding, even over bad *pavé* roads, with a full complement of passengers. The measured fuel consumption on the 127-mile journey at an average speed of 37.6 m.p.h. worked out at 37 m.p.g., which is most economical considering the price of the fuel and the unladen weight of the car, which is 24cwt.



(Below) The 170D four-cylinder diesel engine showing the Bosch fuel pump and injector unit which draws fuel from the tank via a large filter. Cooling is by pump with thermostatic control.

MERCEDES-BENZ 170D DIESEL SPECIFICATION

Engine.—4 cylinders, 73.5×100 mm, 1,697 c.c. Compression ratio 19 to 1. 38 b.h.p. at 3,200 r.p.m. Max. torque 73.3 ft lb at 2,800 r.p.m.

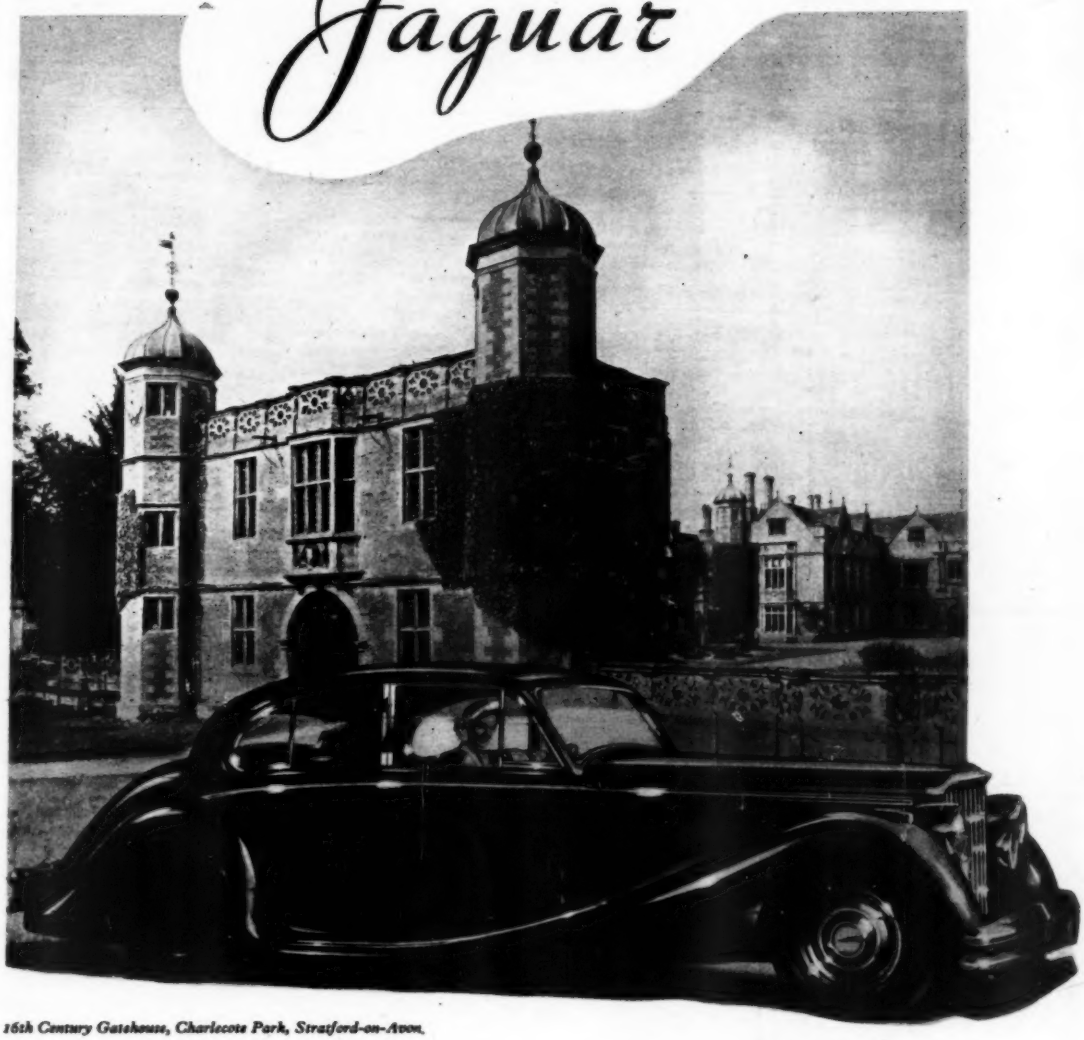
Transmission.—4-speed gear box. Top gear ratio 4.125 to 1.

Suspension.—Transverse independent front, Independent coil with swing axles at rear.

Dimensions.—Wheelbase, 9ft 5⅛in. Track, 4ft 4⅛in. Overall length, 14ft 2½in; width, 5ft 3½in; height, 5ft 2½in.

Performance as Tested.—Gear speed maxima on car speedometer: First 16.5 m.p.h., second 29 m.p.h., third 46 m.p.h., top 61 m.p.h. Fuel consumption as measured, 37 m.p.g.

Jaguar



16th Century Gatehouse, Charlecote Park, Stratford-on-Avon.

The Jaguar is renowned throughout the world for its unique combination of elegance and high performance. At 5 or 95 m.p.h. the 3½ litre heralds its approach with the merest whisper; and in the deep-seated comfort of its soft leather upholstery the driver has the magnificent feeling that he could steer this car through the eye of a needle. The 2½ litre is relatively no less remarkable. And the XK Super Sports holds the world's record of 132.6 m.p.h. for a standard production car. Truly the Jaguar is a car of cars.

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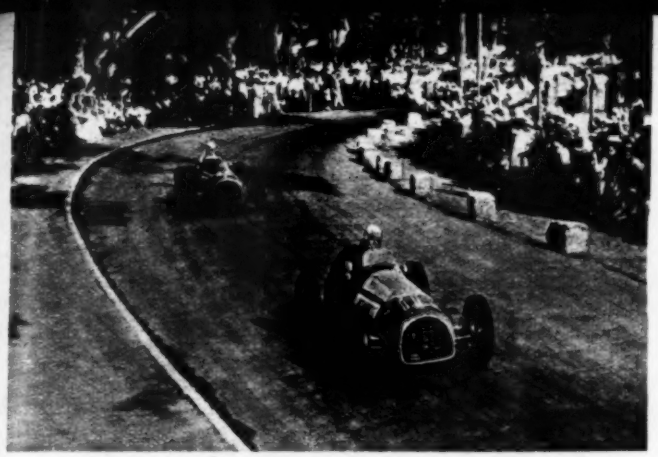
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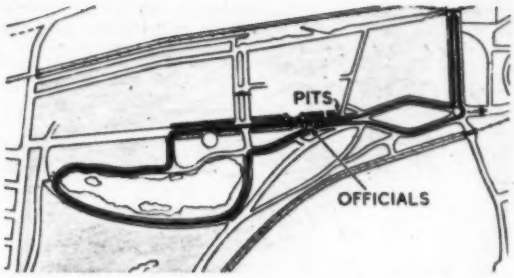
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THE LONG-LIFE HARDEST-WEARING TYRE



Fangio leading Villoresi during their duel for second place.



The Buenos Aires circuit, as may be judged from this map, provides a varied racing spectacle.

ASCARI GETS THE B.A.

ITALIAN VICTORY IN PERON CUP RACE

THE first race in the South American winter series, the President Peron Cup, run on December 18 on the Palermo circuit at Buenos Aires, resulted—as previously recorded—in another win for the Italian star, Alberto Ascari. As these races are not run under the G.P. formula, many of the cars taking part had engines of more than 1½ litres capacity; the Ferraris of Ascari, Villoresi, Fangio and Campos were all two-stage supercharged 2-litres, and the Maseratis of Farina, Bira, Chiron, Taruffi and Biondetti were enlarged to 1,720 c.c.

Villoresi put up the fastest lap in practice, but Fangio beat this during the race as part of his final spurt; he overtook Villoresi to attain second place, but could not catch Ascari, who had led throughout. Campos finished fourth to complete the Ferrari triumph; Maseratis were never really in the picture, the car of Gonzalez, the Argentinian driver who finished fifth, being comparatively old, but modified to two-stage supercharging. Farina had trouble, while Reg Parnell started with practically no oil pressure and fell out after six laps. Whitehead, although never among the leaders, drove steadily to finish tenth in his 1½-litre Ferrari, and consequently appears likely to have won the B.R.D.C. Road Star for 1949.

A crowd estimated at 200,000 saw the race, and as the arrangements for their control were of the sketchiest, there were some exciting incidents when they got out of hand. After the winner had finished, the crowd swarmed on to the road, and Bira, finishing in sixth place, spun his Maserati round to avoid them, knocking down a policeman and damaging his own leg with the effort of braking. Fangio also left the course in an ambulance—but merely to save himself from being mobbed by the crowd, whose undoubted hero he is whenever he appears. The Maserati with which von Brauchitsch was scheduled to make his comeback turned out to be a pre-war 3-litre, but after trouble in practice it was a non-starter in the race itself.

RESULTS

Race distance 105.7 miles (35 laps of 3.02-mile circuit).

1, Ferrari 2,000 s (Ascari) 1h 29m 0.2s, 71.28 m.p.h.; 2, Ferrari 2 000 s (Fangio) 1h 29m 29.4s, 70.89 m.p.h.; 3, Ferrari 2,000 s (Villoresi) 1h 30m 38.3s, 69.99 m.p.h.; 4, Ferrari 2,000 s (Campos) 34 laps; 5, Maserati 1,500 s (Gonza.ez) 34 laps; 6, Maserati 1,720 s (Bira) 34 laps; 7, Maserati 1,500 s (de Graffenried) 33 laps; 8, Ferrari 1,500, s (Seranhi) 33 laps; 9, Maserati 1,720 s (Biondetti) 33 laps; 10, Ferrari 1,500 s (Whitehead) 32 laps.

Record lap: Ferrari (Fangio), 2m 29.2s, 72.90 m.p.h.

Six fastest practice laps: Ferrari (Villoresi), 2m 31.1s; Ferrari (Ascari), 2m 31.7s; Maserati (Farina), 2m 35.3s; Ferrari (Fangio), 2m 35.6s; Ferrari (Campos), 2m 38.4s; Talbot (Etancelin), 2m 38.9s.

SWEDEN'S RIKSPOKAL: STOCK CAR RACE-RALLY IN THE SNOW AND ICE

SCANDINAVIA'S No. 1 road event, the Rikspokal, or National Cup, has quite a character of its own. Run over 450 miles of the very worst dirt roads that the organizers (the Swedish Motor Club) can find within a 100-mile radius north of Stockholm, it is as strenuous as any of Europe's full-dress rallies. Controls are set up every twenty miles or so and competitors are penalized for exceeding or lagging behind their 50 k.p.h. average. This figure (about 33 m.p.h.) may seem low to English eyes, but it has to be maintained through ice, snow and what-have-you for over sixteen hours.

In the Rikspokal only one driver is allowed, and he gets just about as tired as any man can get behind a steering wheel. If he manages to keep to schedule he can enjoy the prescribed two hours' sleep between the official night and day periods. If he doesn't, he will have to spend his rest time regaining ground.

This year 80 cars took part. The first left Stockholm at 7.03 p.m., the others following at three-minute intervals. Most drivers wore overalls and helmets, and there was a Mille-Miglia-ish spirit in the air. Almost every size and type of car competed, from the tiny Dyna Panhard to a massive Mercury coupé. Britain was represented (in Swedish hands) by two Morris cars—a Ten and an Oxford—two M.G.s, an Austin A.40 and an H.R.G., all of which put up creditable performances. There were two Volkswagen teams, a string of D.K.W.s, and a very spartan Fiat special. This last was the only home-brewed vehicle in the event, all the others being standard cars.

Winter Melody

Soon the cold, bleak countryside echoed and re-echoed to revving engines and the shrieks of protesting tyres as car after car shot off into the night. It was all very thrilling, and even more so if you had the misfortune to meet one of the chariots full pelt round a hairpin. None of the roads was closed.

And in the rough-and-ready controls set up miles from anywhere, in below-zero temperatures, it was equally exciting. Every few minutes a blaze of dazzling light flashed over a hill crest or round a blind bend, to be followed by a frantic screech of brakes as anxious drivers saw the yellow lantern and did their best to pull up without demolishing the time-keeper's lean-to. Then a waving torch, a glance at the illuminated clock, a signed card, a quick question—perhaps a curse or a deftly lit cigarette—and then off again into the snowflaked darkness.

But not everyone got away. At one point, the crew of a 1939 Ford V8 worked frantically to cure a lighting fault. They couldn't, and the car restarted with one small spot light and a tail light. This car finished third in its class. At another, willing helpers strove to unditch a D.K.W., which also went on to finish.

And so into the next day, a relentless race against time, fraught with many narrow escapes and some quite exceptional driving. One Volvo came into the final check minus much of its frontal hardware. A little rear-engined Renault appeared with a large carbuncle in its engine cover.

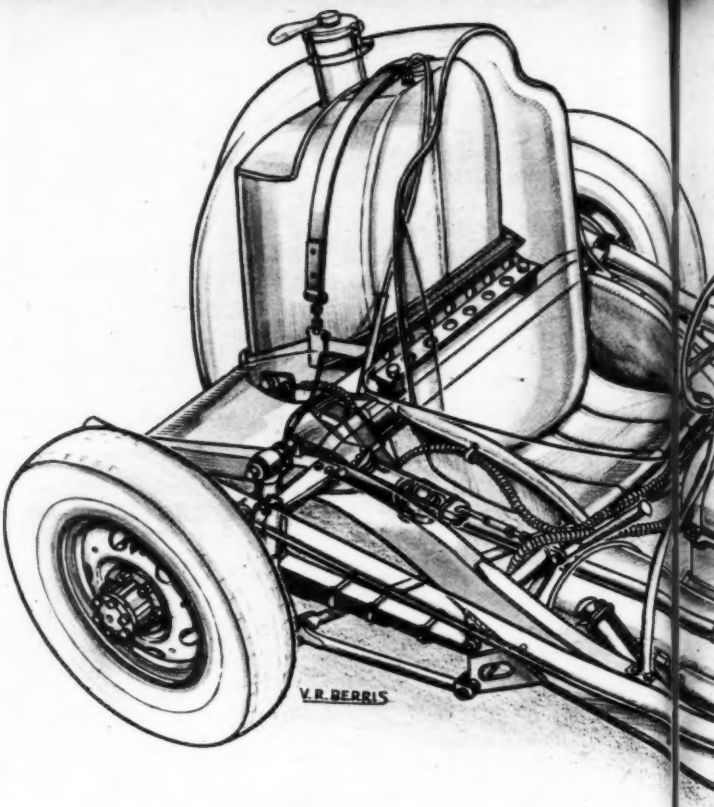
Dog-tired but happy, 60-odd drivers reached Stockholm again to receive a well-earned cheer from the crowd. Winner outright was veteran Rune Andersson in a Ford V8 (he lost only five points). A Fiat 1100, a Volvo PV444, a 750 Renault and a Volkswagen took the honours in the other three classes, while the valiant Morris Ten, minus wheel-caps and a good deal of its paint, finished third in its class with 21 points lost. One of the favourites seized-up his D.K.W. fifteen miles from the finish, having forgotten to mix the prescribed proportion of oil with the petrol at his last refuelling stop.

P. J. B.

INTERESTING COMPETITION CARS—1

EVERY YEAR PRODUCES NEW COMPETITION CARS OF OUTSTANDING TECHNICAL INTEREST, AND MODIFICATIONS TO EXISTING CARS; THE PRESSURE OF SPORTING EVENTS PREVENTS *THE AUTOCAR* FROM DEALING WITH THESE IN DETAIL AT THE HEIGHT OF THE SEASON, SO IT IS PROPOSED, DURING THE FIRST FEW MONTHS OF THE YEAR, TO PUBLISH DESCRIPTIONS OF SOME OF THE MORE OUTSTANDING EXAMPLES.

The A.J.B.



SPECIFICATION

Engine.—V-eight cylinders, bore 87.5 mm, stroke 92 mm, 4,425 c.c. Air-cooled, separate cylinder barrels and heads. Compression ratio 14 to 1. Two valves per cylinder at 79 deg included angle, push rod and rocker operated from single centrally placed camshaft. Crankshaft carried in five bearings. Eight carburettors, single vertical magneto. Estimated output 250 b.h.p. at 4,800 r.p.m.

Transmission.—Modified Borg and Beck clutch; three-speed gear box. Overall gear ratios 2.58, 3.97 and 6.72 to 1. Four-wheel drive; free wheel in drive to front wheels. Open Hardy-Spicer propeller-shafts. Plain differentials in both axles.

Chassis.—Box section chassis frame, channel and tubular cross-members. Half-elliptic leaf springs, axle location by radius rods. Newton piston-type hydraulic dampers all round, plus friction-type at front. Lockheed hydraulic brakes, two leading shoes at front. Tyres 5.50 or 6.00×16in. Wheelbase 7ft 6in, track 4ft. Weight (dry) 14cwt 20lb; distribution 62 per cent front, 38 per cent rear.

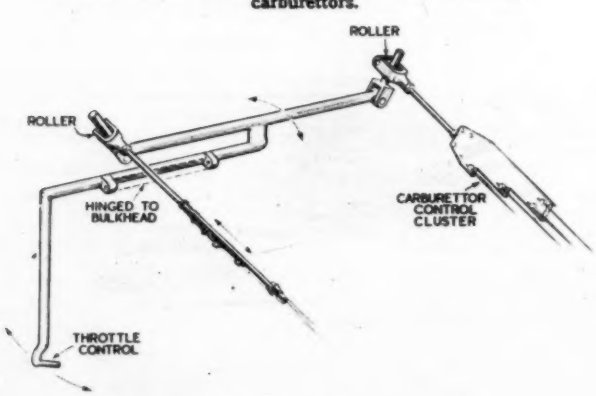
FOR some years past, Archie Butterworth (who is normally concerned with the design of armoured fighting vehicles) has been engaged on the problem of producing a racing car, capable of competing in G.P.-type races, with but a comparatively modest outlay. In February, 1948, he decided that his design for an air-cooled 4½-litre V-eight engine bore a sufficiently close resemblance to the Steyr 3.7-litre power unit to enable the latter to be used as a basis for the new project. Shortly afterwards, he also decided that if he were going to do any competing at all that year, he would have to place reverently on one side the drawings of his all-independent four-wheel-drive ultra-light chassis and produce, as an interim measure, something modified as far as possible from existing components. And that is how the present A.J.B. came into being.

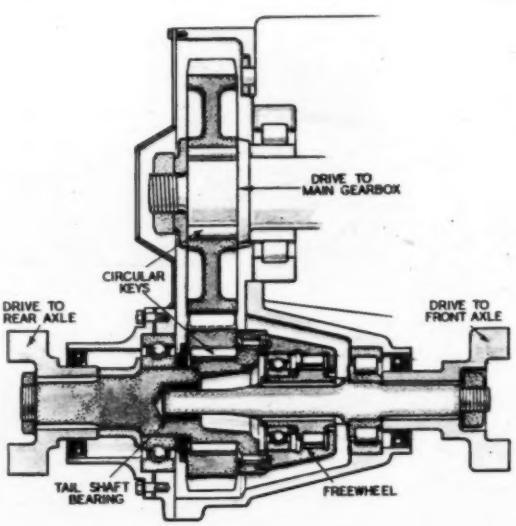
The aforementioned engine, in its Steyr form, had a bore of 79 mm, but this has been increased to 87.5 mm by the provision of new barrels and pistons. The crankshaft and rods have remained unaltered, though the latter, a weak point, are being replaced for next season. The five main bearings are of white metal, and the big-ends are lined with lead-bronze. The valves are push-rod operated from a single centrally placed camshaft. The compression ratio is now 14 to 1, the inlet valve diameter has been increased to 1⅛in (the exhaust remaining at 1.45in), and the camshaft replaced by one giving 50 deg of overlap and a slightly greater lift. This, however, is only a temporary measure, and when the stronger con-rods have been installed the plot is that an even more vicious cam profile will be used, together with inlet valves of 1.85in head diameter.

Eight Type 289 Amal carburettors are fitted, and the ingenious multiple throttle control is made up from eight bicycle spokes which run from the carburettors to two plates attached in turn to a link depending from the throttle pedal cross-shaft. A Scintilla vertical magneto provides the necessary electrical excitement, but has caused slight grief by reason of the height to which it extends above the engine, necessitating a "power bulge" in the bonnet contours.

Behind the engine comes the Steyr three-speed gear box, and at the rear of this a Butterworth transfer box containing the step-up gears (ratio 0.66 to 1) which offset the drive to the fore-and-aft propeller-shafts. By reason of the step-up ratio, these shafts attain something over 8,000 r.p.m. at full speed—a sobering thought. A free wheel is included in the drive to the front axle, so that the rear wheels should take the drive on corners, as they traverse a shorter radius of curvature.

A section through the transfer box (right) showing the step-up gears and the jamming-roller type free wheel in the drive to the front axle. Below: Multiple throttle control; the ingenious method used to synchronize the action of the eight motor cycle-type carburettors.







The A.J.B. in action at Bouley Bay; for short sprints the ducting, it will be noticed, is omitted from round the cylinders.

The centre sections of the chassis sidemembers are Willys-Jeep, although boxed in and modified to the point where Willy's mother wouldn't recognize them; the axles are also Jeep, including the shafts and gearing, although the brakes are now 9¼in diameter Lockheed (two leading shoe at the front), fitted with VG95 non-fade linings and equipped with tangential air ducts. On the car's first appearance (Brighton, 1948) the suspension with the Jeep springs proved much too solid for the driver's comfort, and lighter springs were forthwith fitted, giving periodicities of 130 (front) and 112 (rear).

The axles are located by radius rods, those at the front incorporating friction dampers, while the right-hand rod at the rear is triangulated across the chassis to afford lateral location as well. The wheels are early-pattern Jeep, drilled for lightness, while the steering linkage is also Jeep, albeit the bell-crank is reinforced by a strut described by the proud designer as a "coward's clamp." Newton piston-type hydraulic dampers are fitted all round to curb axle liveliness; incidentally, the unsprung weight at the front end is no less than 300 lb.

Fuel (normally methanol-benzole-acetone, in the proportions 80-12-8) is contained for sprints in a 2½-gallon tank beside the driver, supplemented for racing by a 24-gallon tank in the tail. For racing, also, the rather sketchy *carrosserie* is augmented by a system of ducts designed to promote a considerable air flow round the cylinder heads; overheating troubles, however, are most marked in the oil department, a radiator for which is placed in front of the machinery.

This, then, is the machine which put up f.t.d. at Brighton in 1949, and acquitted itself honourably at many other venues. For next season it should have not only considerably more power (and, let us hope and dare we whisper, the necessary reliability to accompany it) but also a most ingenious close-ratio five-speed gear box with foot-controlled change, which Archie is e'en now fabricating to replace the Steyr original.

Also on his drawing board is a very attractive design for a V-eight 2-litre engine, full of roller bearings and a revolutionary method of permitting gas to enter the cylinders—but more, perhaps, of that anon. J. A. C.

Correspondence



In Connemara, one of the beautiful western counties of Eire—a view over Clifden, with the twelve Bens in the distance.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

HEIGHT OF LAMPS

Increase Would Accentuate Bonnet Dazzle

[62373.]—We give below a copy of a paragraph taken from one of our national daily papers:—

> "The only way to drive in safety at night is to drive with the car's bonnet dirty," said Alderman P. J. Watts at a meeting of the Cambridgeshire County Council Road Safety Committee yesterday. "If your bonnet shines, approaching head lights are reflected from it and you cannot see."

We understand that the Ministry of Transport are considering raising the minimum height of lamps on road vehicles a further six inches, and if this plan is carried through, the danger from the source of dazzle referred to above, combined with the tendency of designers to incorporate sloping bonnets, will be greatly accentuated.

It is our opinion that in the interest of all road users the suggested further increase in the minimum height of lamps should be strenuously opposed by the various motoring organizations.

C. A. ROTHON,
Notek Electric Co., Ltd.

Bromley, Kent.

NEW CAR DELIVERY

Unhappy Scenes on A5

[62374.]—The article "Journey on the Red" (December 23) gives the impression that new cars have loving and gentle treatment on their way from the factories to the docks. Whilst this may be true of the cars sent out from Oxford, we who live and travel regularly on A5 get a very different impression about large numbers of vehicles which travel down from Coventry to London, particularly when they are in small convoys of from three to a dozen cars.

My normal cruising speed is round about the 50 m.p.h. mark, and I am frequently passed by new cars, and occasionally by small commercial vehicles, whose drivers not only drive far too fast, but also have a tendency to weave in and out of traffic with much flapping of indicators and jamming on of brakes. Twice I have seen three drivers standing beside three considerably bent cars of a well-known make, arguing amongst themselves as to which will "carry the can," the first having stopped suddenly and the two following having shunted into his rear, the centre car having "had it" both fore and aft.

Then there are several long, dragging hills I know, up which the cars are mercilessly flogged in top, or over-revved in second.

I am hoping to receive my new car within the next month or so, and it is rather disheartening to pay out a large sum of money for an article which has had this kind of treatment. Before the war, I used to collect my new cars from the factory myself, but I gather this cannot be done now, or at any rate if one insists, one's chances of getting a vehicle diminish accordingly.

If the writer of the article is at all doubting as to the above, let him come and have a look for himself—any day of the week.

D. G. DICKINSON.

Redbourn, Herts.

UTILITY HEADACHE

No One Prepared to Commit Himself

[62375.]—I would like to refer to your article on the station wagon (November 25) as I think my experience may be of interest to others.

About two years ago I decided to make a utility from an 8 h.p. van and wrote to the police and the Ministry of Transport to the effect that I proposed to fit seats and windows to a van for use as a private car, in order to get the maximum luggage space, and asked if it would be subject to a 30 m.p.h. speed limit.

The police replied that they did not know and suggested that I consult a solicitor.

The M.O.T. replied to the effect that to escape the speed limit the vehicle must be constructed solely for the carriage of passengers and their effects, but would not give a ruling as to whether my vehicle would be considered as being under the speed limit or not.

In effect, neither authority would tell me even when I took the trouble to ask.

Surely the easy answer is that if a vehicle is used for the carriage of goods for reward or in connection with a business it is a commercial vehicle, and if it is used as a private car it should be so classed.

Anyway, why can an 8 h.p. private car exceed 30 m.p.h., but if you put a van body on the same chassis it is considered unsafe to exceed 30 m.p.h.? UTILITY.

Colchester, Essex.

MARGINAL MOTORING

Seven Would be Welcomed Abroad

[62376.]—In your issue of October 14 you reported Mr. L. P. Lord as saying that an Austin Seven would be built when the need arose. I might point out that the need arose in 1939 and is more than ever apparent today. If Mr. Lord hesitates to plunge because such a car is not wanted in export markets he is wrong. We would like a new baby Austin.

If, indeed, it was not exported but confined exclusively to the home market, it would be one of the finest things Mr. Lord ever did. I am sure there must be many in Britain today who want a comfortable, reliable, up-to-date, 50-60 m.p.g., 747 c.c. Austin Seven, and, what is more, not obtainable only by waiting three years.

In conclusion, I must mourn for the now superseded Rover. That lovely car with beauty in every classical line of its well-proportioned body. ADRIAN MONTGOMERY.

Bulawayo, South Africa.

CYCLISTS AND DAZZLE

An Appeal from a Two-wheeler

[62377.]—Many motorists do not appear to be aware of the extreme danger and discomfort to cyclists of dazzling head lights. I am not questioning the need for bright head lights, but I appeal to readers of *The Autocar* to dip their lights when approaching cyclists.

A few nights ago I went for a spin on my cycle along a rather busy country road. I was very surprised to note how few motorists were courteous enough to dip their lights upon sighting me. This negligent attitude was rare in my experience before the war. The bus driver and the lorry driver are generally thoughtful. It is the private motorists whom I am addressing. G. LABAN.

Crewton, Derbyshire.

SCREENWIPERS

Engine-driven-type Quite Quiet?

[62378.]—The letter from Mrs. F. L. Beavis [62278] complaining of noisy windscreen wipers seems to need comment.

I wonder if the lady has ever tried the wiper on a recent model Vauxhall? It operates on a different principle from the type of which she apparently complains.

I have a 1949 Vauxhall Eighteen equipped with one of these wipers and it is to all intents completely silent.

Harpenden, Hertfordshire. W. J. FOSTER.

[Wipers on the Vauxhall for years past have been operated mechanically from the engine.—ED.]

STEAM CARS

Why No Development of the Power Unit?

[62379.]—As a mechanical engineer having no connections with the motor industry I find it very difficult to understand the negative attitude which prevails towards the development of the steam car, particularly in view of the threat of a long-term petrol shortage.

To the best of my knowledge there is no current commercial exploitation of the steam unit, which, in addition to its high mechanical efficiency, has the outstanding ability of being able to operate on a very wide variety of fuels, many of which can be obtained from the natural resources of the British Isles.

Can it be that automobile engineers still regard the steam car as possessing the many limitations which were attached to it during its brief period of popularity in the early part of this century? From the few enquiries I have made from competent steam engineers, it appears that a steam car could now be designed with a simplicity of control, including ease of starting, equal to that of any i.c. engine. For example, utilizing an efficient flash boiler and auxiliaries driven by a 12- or 24-volt electric motor, a start could be made in 30 seconds from cold, and a working pressure of 600 lb obtained in three minutes.

While I have never been fortunate enough to travel in a steam car, I understand from one or two veteran motorists, including an actual owner-driver of a Stanley steamer, that no petrol engine can approach the steam unit for silence, smoothness, torque characteristics, and fuel economy.

A change-speed gear box is no longer necessary, and the clutch can also be dispensed with. An additional advantage is that the normal road wheel braking can be augmented by reversing the steam in the engine.

The steam unit thus appears to be capable of being much more cheaply and easily produced than an i.c. engine, while the rate of wear on cylinders and pistons should be infinitely less than that which is evident in the i.e. engine, and which would not be tolerated in any other form of engineering. Incidentally, it astounds me how the motoring public passively accept the considerable expense involved in reboring and so on, after relatively short mileages of 10-20,000.

Viewing the problem of the steam car as a mechanical engineer the only production difficulty I foresee lies in the high-pressure flash boiler, which obviously must be of the multi-tubular type, and unless produced in very considerable numbers might be a very expensive unit.

However, I am sure that a number of your readers must have given considerable thought to the development of the steam car, and I would very much appreciate any objective information on this subject. F. GALLIMORE,

Edinburgh. Technical Director and Chief Engineer, James Cruickshank, Ltd.

SWEDEN'S SAAB

To Enter for the Monte Carlo Rally

[62380.]—The car I own is a 1947 Fiat 500, an excellent car, especially in these days when petrol costs 72 öre per litre (about 4s 6d) per gallon. But of course I have, like 15,000 other Swedes, ordered a Saab 92 (*The Autocar*, October 28, 1949). Delivery is expected in 1952.

The price has now been fixed at 6,550 kronor, about £435. Three cars are to take part in the 1950 Monte Carlo Rally, and one of them will be driven by Mrs. Greta Molander.

Malmö, Sweden. OLLE VYLUND.

BRITISH QUALITY

A Tribute to High-class Manufacture

[62381.]—Having owned and driven cars for forty-five years and, incidentally, carried out practically all my own repairs, I feel sure that some of your readers would be interested to know what wonderful performances can be obtained from some cars. I have never yet bought a new car for myself, although I have had and driven very many makes; my average mileage per annum for many pre-war years was over 30,000. I very soon found that the low horse-power car would not stand up to the work I had to do, and twenty-nine years ago I purchased my first Daimler, which was a 20 h.p. car of the old sleeve-valve type which had previously been on war work as an ambulance.

I was so pleased with the excellent workmanship and the reliability of this car that I afterwards bought other models and altogether I have had during this time ten Daimler cars, two of which I still own; all were second-hand. I think the last two are excellent. They are both Straight Eight Daimlers, one a light Straight Eight. It is this which is the object of this letter.

I bought this car when it had run 27,000 miles, and now it has just completed 100,000 miles. The engine has never been decarbonized, the valves have never been ground in, nor have the valve tappets ever required adjustment. I have never had the slightest mechanical breakdown and the engine is running sweetly at the present time, and still does 20 to 21 miles to the gallon on long runs, and will climb Shap on top gear fully loaded, provided there is no obstruction.

The brakes of this car have never been re-lined yet, and are still in good order, and I ought to mention here that I am not a driver who crawls along the roads, as I average 30 to, sometimes, 45 m.p.h. according to the roads, yet very rarely exceed 60 m.p.h. I have never had the slightest trouble with either the fluid flywheel or the self-changing gear box on any of the cars which I have owned, and any spare parts that I have had for any Daimler cars have always fitted perfectly without the slightest adjustment.

It seems a pity that manufacturers of such high quality cars are subject to such high purchase tax, which must to a very great extent prevent the production of such high quality goods. Had it not been for the excellent work turned out by many of our famous car manufacturers, I do not know where we should have ended during the last war, and these firms should be encouraged to turn out high quality machines which have made Britain's name throughout the world for cheap and trouble-free motoring.

There is nothing to beat the old medium-speed engine. It is the high speeds and the small cylinders which, in my opinion,

CORRESPONDENCE . . . . . continued

cause a great deal of carbon deposit. The gases have insufficient time to burn completely, partly owing to the increased amount of chilling surface compared with the volume of the cylinder. I think that the greatly improved method of drive, namely the fluid flywheel and the self-changing gear box, would, even with two cylinders, be quite smooth except at very low speeds. There is no doubt that the large-bore cylinder (say not less than 3in diameter) and a low-speed engine, instead of the terribly high speeds that engines are getting to now, would be much more reliable and more efficient from a petrol and oil consumption point of view. I do think there is a limit to the size of cylinder below which it is not advisable to go if the engine is to run for a reasonable time without having to be decarbonized, and at the same time be economical in petrol and oil. C. A. FELL.

Ashbourne, Derbyshire.

"VINTAGE"

Unjustifiable Adjective for the Auburn?

[62382.]—With regard to Mr. Thomas G. Dickinson's letter [62358] and photograph of his 1936 Auburn Speedster, one raises an eyebrow at the suggestion that a mere thirteen years of life should qualify it for Vintage distinction; do I detect some mutterings from the Basingstoke area?

However, I suppose that the deterioration rate of the American automobile puts a 1936 model in the same class (chronological only) as our Edwardians.

With best wishes for the New Year. GEORGE GRIGS.

London, S.W.10.

[Our American correspondents can hardly be expected to restrict themselves to the special British motoring definition of "Vintage"!—ED.]

CODE FAILURES

Most Important Source of Accidents?

[62383.]—With reference to comments made in letter [62352]—"What, indeed, are these examiners who appear to enjoy ploughing otherwise eligible candidates because they cannot answer some finicky question on the Highway Code. . . ."

"R. R. C." would presumably, if he were an examiner, pass a candidate who did not know the sequence of traffic lights, or who did not know which side to go round a roundabout. Wouldn't it be fun if we all forgot about the Highway Code and drove on whichever side of the road we fancied, corners to be taken the same way?

It seems very evident that the majority of so-called experienced motorists seem to regard the Highway Code as beneath their dignity both to study and to observe, whilst it is a very definite fact that the main cause of most accidents is the failure on behalf of one or both parties to observe the rules in the Code. T. LINACRE

Liverpool, 22. (Driving Instructor).

EARLY DAYS

Unfortunate Experiences with the Charette

[62384.]—I was very interested in Mr. Frank Gardner's letter [62339] in which he refers to some hard work put into the design of a car called the International Charette, a belt-driven apparatus.

I well remember this car, as my late father purchased one; this particular model gave a lot of trouble and a considerable amount of money was spent on it. The petrol tank was situated under the dickey seat; this was removed and placed in the region of the dashboard. The car was, however, far from satisfactory and it was not on the road for more than two dozen short journeys.

I went out in it twice. Our run from Guildford to Maidenhead was made successfully, but on the return journey we had to push the car home the last two or three miles.

After standing idle for several months the car was sold for about £33. R. R. RANGER.

Walton-on-Thames, Surrey.

Pioneer of the International Charette

[62385.]—I am pleased to know by the letter of Mr. Frank Gardner, M.I.B.C.M. [62339] that there is still an active veteran of the motor industry who contributed to the development of the International Charette introduced by my father, the late Frank Oscar Seyd, through his International Motor Car Co., in the early days of this century. My father passed on, at the age of 86, last year, vigorous and interested in car design to the last. He inaugurated the International Motor Car Co. in 1896, his showrooms being successively in High Road, Kilburn, High Street, Marylebone, and Great Portland Street, London. His sales routine included a hundred miles road trial of every car sold, its "unassisted" ascent of Brockley Hill, Edgware, and driving instruction. The late Mr. Luke Delaney was an early member of his staff.

Later the pioneering spirit led my father to contribute to technical development in other industries, but I think he was the first man to sell a car in Great Portland Street. I remember two of his International Benz cars taking part in the 1,000 Miles Trial in 1900, and an International Charette went through the Veteran Brighton Run this year.

My own earliest memory of a run on an International Charette was when my father met me at Euston when I came up from school for the (postponed) coronation of King Edward VII; but, like Mr. Gardner, I had probed the technique of the horseless carriage some years before then. The start of the motor industry in this country remains a perpetual thrill to those of us who saw it. OSCAR E. SEYD.

Westcliff-on-Sea, Essex.

CARS FOR EXPORT

High and Decorative for Brazil

[62386.]—The Brazilian market is useless to the low-slung car, as there are hardly any good roads here; however, there are at least three of the sport Fiats in Rio—two convertibles and a saloon—and the M.G. is frequently seen, usually without a silencer.

A curious thing about the Brazilians is their complete lack of "sense of trademark." The Buick port-holes are very popular, and only this evening I saw a Vauxhall fitted with Buick mudguard decorations and a Packard mascot. Most cars here have either Packard or Buick mascots, and the Hillman Minx barely seems able to stagger along under the load.

Rio de Janeiro. WALTER HARRIS.

Points of Appeal in Canada

[62387.]—Here, in Canada, the trend in body design is towards greater seating capacity, longer and more streamlined styling, greater luggage capacity in the rear trunk, and rear passenger seats as far forward of the rear axle as possible. In other words, the public require comfort, style and utility.

Hinging of the trunk, or, as you call it, the locker, lid at the top is the only way our cars are made now. We feel that this way they are more weatherproof and useful. One has not such a high lift when placing an article in the trunk. I may say that we do not use our cars as furniture vans; at least, not while they are still new and shiny. We use the trunk for suitcases, sample cases, camping or weekend luggage. Also, when shopping, for such things as sacks of potatoes and sugar, bushel and eleven-quart baskets of fruit and vegetables. Ever tried lifting these high enough to pack in a trunk with the door hinged at the bottom?

As for movable windshields, they were "out" years ago and "no draught" ventilation has taken their place. What is more annoying than to have cigarette ash blown all over you or road dust seeping in through the open windshield?

Therefore, I say, get modern, study the most keenly competitive market, I suppose, in the world and build your cars accordingly.

I have just bought a 1950 Morris Oxford, green with matching leather upholstery. Everyone says, "the prettiest little English car on the road," and I quite agree.

St. Catherines, Ontario. A. L. CHRISTOPHER.

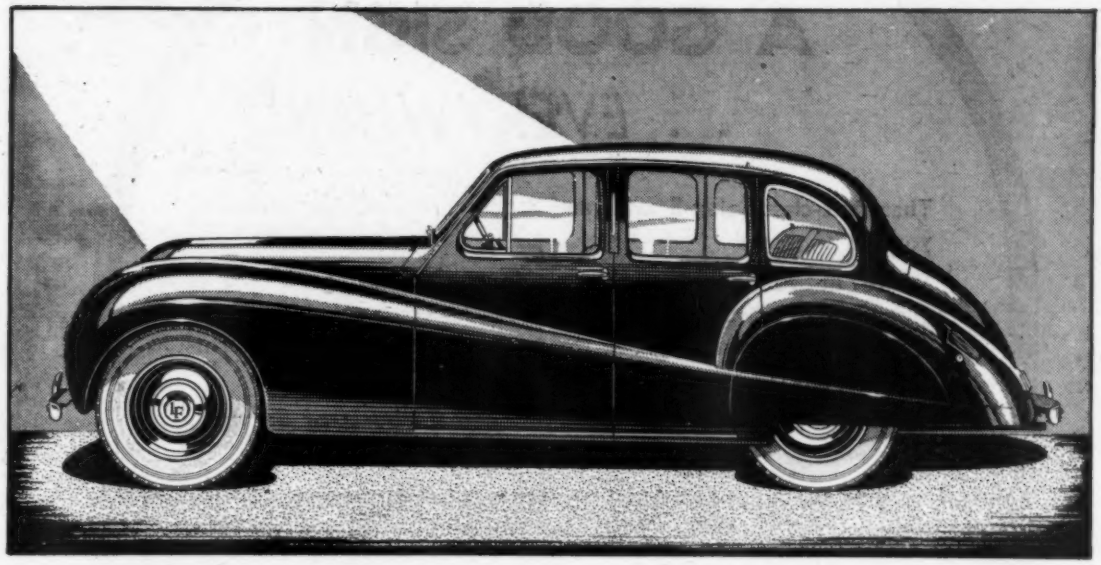
AFRICAN RALLY

An Offer of Advice on Conditions

[62388.]—It was with very considerable interest that I read in *The Autocar* of December 9 of an African Rally to Cape Town which may possibly take place during 1950.

Casque mentioned that a lot of people are trying to find out what Africa is like so far as motoring is concerned, and in this I may be able to help. In 1930 and 1931 I motored from London to Cape Town, and in those days one learned the pitfalls of African motoring the hard way, and in fact our journey lasted sixteen months. However, some of the lessons learned during that journey may be of some help and interest to prospective competitors in the African Rally, and if any such competitor would care to get in touch with me I shall be very pleased to give him whatever information I

LEA-FRANCIS CARS



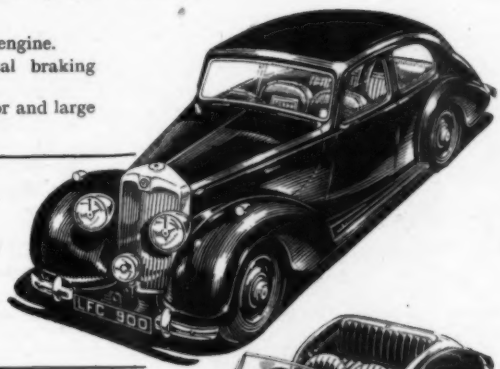
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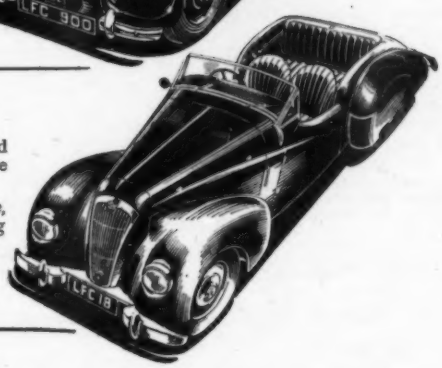
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CORRESPONDENCE . . . . . continued

can. I realize, of course, that conditions will have improved vastly in the last twenty years, but some of the more general difficulties will probably be the same.

The whole idea of an African Rally sounds extremely interesting, and would serve the two-fold purpose of testing our cars for overseas conditions and giving them worth-while publicity at the same time. C. D. B. WILLIAMS.

The Rectory, Walton, Warwick.

TRIALS

Nostalgia for Pre-war Engines

[62389.]—This spate of Ford-based sports cars is all very well, but cannot anyone produce an engine which would be the equivalent of the old Anzani or Meadows, and which could form the basis of a race of 1½-litres? S. D. F. FALKINER.

Johannesburg, S.A.

No Specials in Revised Competition?

[62390.]—Letter [62314] points out that there are two sorts of trials cars today—the specials, which are usually ugly, and the H.R.G.s, Allards and others, which are beautiful. Surely the reason for the difference between these two obvious categories is simply one of cost.

Trials, as held in recent years, demand cars from which the loss of a wing, for example, is not a serious matter; or cars of elegance with a financial backing such as is quite out of the question for the home-built special.

Nevertheless, a general efficiency trial, such as Montague Tombs suggests (December 9), as well as being a fine thing to contemplate, would not, I presume, contain a class for specials, so they can carry on their joyful routes over the hills and bogs of the English moorlands. G. L. HAWKINS.

Wargrave, Berkshire.

THE B.R.M.

Developed to the Wrong Half of the Formula?

[62391.]—Upon reading the description of the B.R.M. which was published in the December 16 issue, I was struck by the uselessness of the design and the time, knowledge, experiment and money which have been wasted on this car.

My criticism is of the type of car which has been chosen for this project. It is high time that British cars were able to acquit themselves with honours against foreign designs, but how much more useful it would be to all the manufacturers concerned, and to all car manufacturers, the export drive, users at home, and the country as a whole if a 4½-litre unblown car had been developed instead of this present freak of machinery.

A car with a 4½-litre power unit as a mobile test bench running under racing conditions would yield invaluable information to the designers and manufacturers of high-powered cars and would certainly help to improve the breed.

As it is now, with this new B.R.M. we shall be developing a breed only in small numbers and then only for racing.

I have no doubt that many readers will disagree with me, and in case my criticism should be dismissed as the grumbles of an ancient fireside oddity, I hasten to mention that I am reasonably young and an active participant in the sport.

Belfast. PRO FOUR AND A HALF LITRE.

Suggestion for a Supporters' Club

[62392.]—All who have British prestige at heart will have been thrilled by your excellent article describing the B.R.M. racing car (December 16). May I suggest the formation of a supporters' club, whose members could subscribe, at any rate, some part of the further cost of this project? Such a club, which might have a car badge and possibly a periodical or bulletin, would, I am sure, be popular.

Members could be enrolled at all racing meetings and other similar events. The scheme would have to be energetically and skilfully organized all over the country. I would be willing to give what help I could in my own district. ROGER NORTH.

Rougham Hall, Rougham, King s Lynn, Norfolk.

Support for the Project

[62393.]— During the holiday I have read the account of the new B.R.M. racing car in your issue dated December 16 with much interest, pleasure, and great hopes. It seems that at long last we have a road racing car comparable with any in the world, and probably better than most, but the difficulty regarding the successful operation and development of the team of cars is one of finance.

It seems to be left, therefore, to firms who appreciate the knowledge to be gained and the lessons to be learned from racing to pay more than their fair share, and for the supporters of the British flag in international road racing to contribute what they can in these difficult times.

I would like to suggest that, to raise funds, a B.R.M. supporters' club be formed on the lines of the old E.R.A. Club, with an annual subscription, a really nice badge, and a monthly news sheet. WILFRID O. FARMER.

Lymm, Lancashire.

STOCK CARS

Austin A.90 a Positive Example

[62394.]—Whilst thanking you for your generous references to the Austin A.90 record-breaking effort at Indianapolis in your review of the past year's motoring competitions (December 30), may I take you up on one point?

In grouping together references to the sports car achievements in the Mille Miglia, the Targa Florio and at Silverstone and Le Mans, and in including with these mention of our Indianapolis run, you refer to the cars concerned as "very nearly true samples of what the world—and one day Britain—can buy for personal use."

As you know, to comply with the Stock Car Rules of the Contest Board of the A.A.A., the A.90 had to be absolutely a stock car in every respect and I am afraid lest your paragraph may raise doubts in the minds of Americans who read it as to whether or not we did scrupulously observe the A.A.A. regulations.

In view of the fact that we were at great pains to ensure that our car in every way complied with those regulations I should be grateful if you would be so kind as to publish this letter in order to reassure our American friends and the motoring community at large.

Birmingham. ALAN HESS,
Public Relations Officer,
Austin Motor Co., Ltd.

[The reference was inadvertent and is regretted. The A.90 was, of course, absolutely standard, as Mr. Hess points out, and as emphasized in *The Autocar* at the time of the records. —ED.]

IN FORM

An Addition to Famous Last Words

[62395.]—The Scribe has, I think, added to the Fougasse collection of Famous Last Words with his paragraph on driving form. I quote:—

"I was as irritable as I could be dwelling on the shortcomings of my colleagues. . . . Yet I was driving like nobody's business (I think)."

After cutting myself while shaving, rowing with the household, tripping over the cat, having to wind up a car with a flat battery and encountering nothing but idiots, fiends, pigs and deviationists on the road, I, too, sometimes find myself driving like nobody's business: even bullying buses and police cars with an animal snarl. CAVEANT.

Weybridge, Surrey.

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THE SPORT

BY CASQUE

FRIDAY next this column, to use the delightful phrase of A. P. H., will be under a change of management; to wit, my colleague, John Cooper, joins the fray. That does not mean, therefore, that I disappear in a cloud of sulphurous smoke, with accompanying lightning display, through the trap-door, after the manner and finale of almost similar entertainments. The nuisance value, as far as my colleagues are concerned, will remain radio-active, with a strong suspicion of that supervisory intensity which has made so many youngsters tear hair in handfuls from their heads, uttering derogatory remarks about old buffers, to say nothing of their modern counterparts.

In other words, I am shedding the load of routine responsibility, but retaining a general interest (plus a certain power of interference), and can write on such lawful occasions as may interest. Now, doing something for the last time gives one rather peculiar feelings—you see this business of The Sport has been going on for so many years that it has become part of one's nature. But, as everybody knows, such momentous occasions arise, and, in my experience, the result is just as much fun, if in another way. Three wars, growing vaster and more intense each time, having butted into my life-line, I can at least say this with certainty.

You hear too often that the old times were best and that the younger generation have got it all wrong from the start. One is expected to say those things, but they are profoundly untrue. Never previously has the sporting side of motoring flourished as it does today. Never have we had so many men and women drivers so enthusiastically anxious to do their stuff properly, so that the pool of eligible drivers is almost a record. There are difficulties, of course, but nothing like the difficulties which existed all those years ago when, remember, we thought that the end of the main road capital-to-capital race of the "heroic age" had stopped racing and that, therefore, life held small interest. And how wrong we were.

Again, people have said that we shall never see again anything to equal the old Bentley team, admittedly one of the few in which jealousy between driver and driver did not exist, the *marque* being the only thing we worked for. Nonsense; teams as good or better will take the field again, for team organization is the one thing we really can do thoroughly well in this country when opportunity arises. Grand Prix racing may change, yet be just as good. Somehow or other we shall survive the financial obstacles.

All the while remember just this: that if you compete in any event, you are temporarily responsible for the good name of the car you drive. As a result, I think you will have a far better time, and you will obtain souvenirs better worth remembering than anything gained by thinking too much of personal publicity.

IT is customary also at times like this to moralize on employers and employees. Well, it so happens that, strictly speaking, I have had only five, and I wouldn't have changed any of them for anybody. They included a long-dead garage way back in Hull, Daimler's, King George V, Iliffe's, and King George VI. And nobody could have had more fun in the world from their employment, whether it be in war or peace. In fact, the utter miracle to my mind is that the powers that be of the moment could put up with what I am certain they will admit was a very eccentric character, one quite unable to do things the way sane and sober people did, preferring sometimes ingenious, but mostly odd, methods, criticism of which was instantly drowned if the subject thereof was allowed to talk, argument being the soul of the primæval Welsh.

Many years ago this column, when very young, was instructed to go to cover a Grand Prix with a friendly Editor. That completed, it was thought that we might as well visit Italy. Now the transport, a friction-driven Pilot, developed remarkable and most expensive temperament. On the way home, therefore, we found ourselves with such money as would allow a darned good dinner and a night at a good hotel, or a long, hurried run on little food straight through to the port and home. The dinner won, and it is legend in this our firm that the wire we sent on that occasion read, "Dear firm are we with you still if so send £10." You can see quite readily that this column was difficult, even in its infancy.

Out of the job has arisen a very wide field of excellent friends formed in all parts of the world and to whom I have been extremely grateful for long and interesting correspondence, which I sincerely hope will continue in the future.

WELL, now we hand over the routine, together with all rights and liabilities thereto appertaining. I feel that John Cooper, immersed in competition affairs, who has ably assisted me for some months past, can now carry on in just the spirit that we began when the feature was created as a result of a remark to "Caput"—my mechanic of many a race—that my crash helmet was the dead spit and image of a steel casque, one belonging to a Britain who fought Cæsar's army, now in the British Museum.

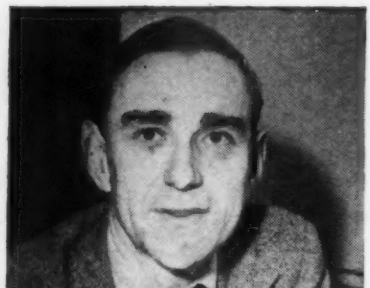
IT is very pleasant to note the enthusiasm with which the sporting world is doing its level best to help the B.R.M. Here we have the Midland club determined to raise a fund with which a complete first-class mobile workshop can be bought and presented to the team, contributions being invited from the club's large membership. Then the West Essex club are busy with a large proposition which they hope will enable them to raise still more funds for the cars, and all over the country committees of various clubs are considering how best they can help.

That is some reward in the practical sense for the immense amount of work and worry Raymond Mays has had during the past troublesome years. And it must succeed because this is the great chance to show what a British team can do in spite of appalling obstacles.

WE are nearing the start of the "Monte," preparations for which are just about as full of unexpected difficulties and troubles as any hedgehog is

Now that S. C. H. Davis is passing into semi-retirement, his work on the sporting section of The Autocar *will be carried on by J. A. Cooper, who for some months past has been assistant to Mr. Davis. Thirty-three years of age, John Cooper served an apprenticeship with Alvis, Ltd. and has since worked as designer on several leading racing and touring car projects. Since Donington races began in 1933 he has been sports car enthusiast and constant attender at every possible racing venue. From flag marshal to scrutineer via mechanic and pit manager, Cooper has acted in every capacity, so that his descriptions of sporting events, races and racing men are very much to the point by reason of an intimate acquaintance with his subject; whether from the technical and performance angle or the personal side of racing.*

"Sammy" Davis will continue to contribute to these columns from time to time and his unrivalled experience and counsel will be available.



John Cooper.

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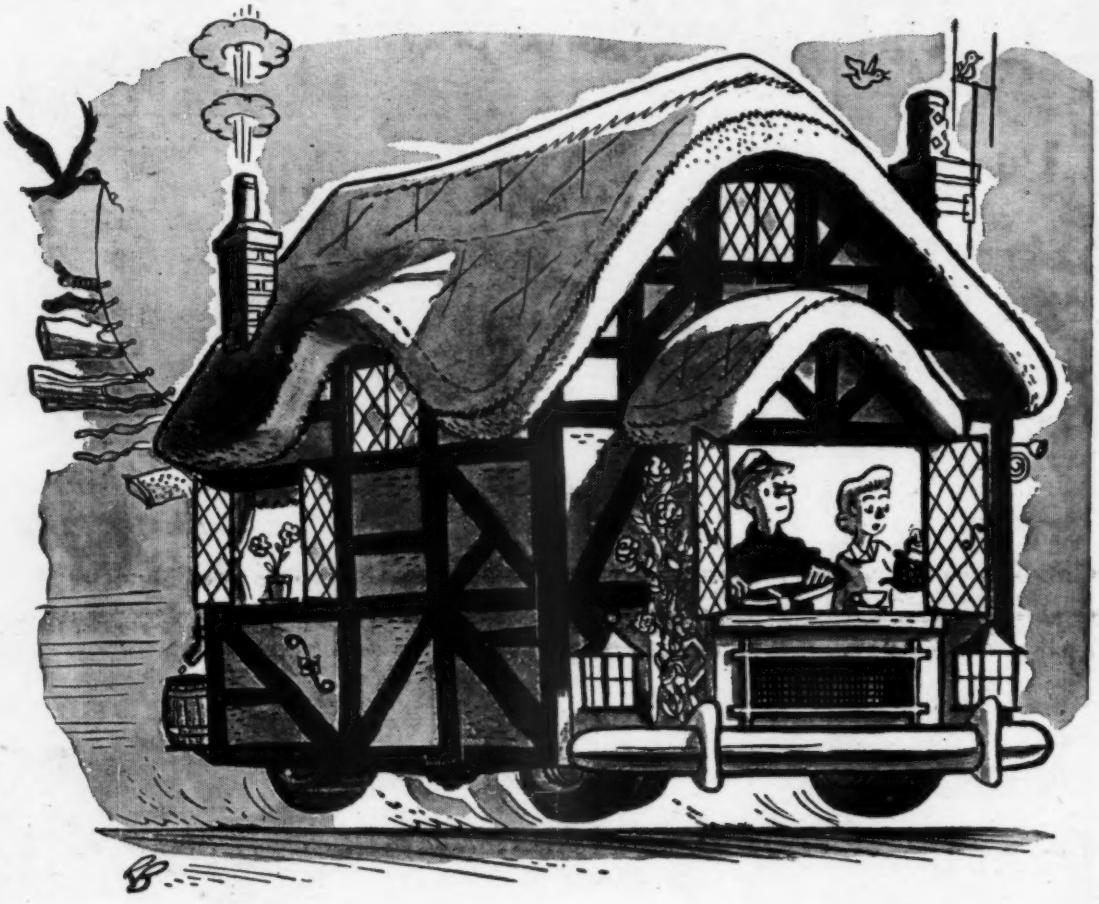
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NATIONAL BENZOLE MIXTURE

13C

THE SPORT . . . . . continued

of fleas. The Swedish manufacturers of the two-stroke Saab are running a team of two cars, of which one, at least, will get going in style as it will be handled by Greta Molander, the other being driven by Bergquist and Mellde. Then the Vanguard teams, which are competing for the Charles Faroux Trophy, are Tommy Wisdom and Norman Black, Mrs. Wisdom, Fotheringham-Parker and Heath, Morton and Mrs. Morton (for the first team), Milton and Edge, Heselton and Earl, and Powell and Brackenbury in the second.

THE 500 c.c. Club's annual general meeting will take place at the Rubens Hotel, Buckingham Palace Road, London, S.W.1, on Saturday, January 14, starting at 3 o'clock, and will be followed by a social evening with film, dancing and presentation of the club's trophies.

THE Alpine Trial this year promises to be just as exciting as the last one, which is no small promise; the first stage (Marseilles-Monte Carlo) and the second (to Cortina d'Ampezzo, including the flat-out speed test on an unguarded autostrada) follow last year's route, but thereafter the rally covers new ground. The third stage is from Cortina to Innsbruck, the fourth to St. Moritz, the fifth to Chamonix, while the last stage finishes at Cannes (instead of Nice, as before). Regulations are in course of preparation, but are not available as yet.

THE British Trials Drivers' Association have presented a trophy to be awarded to the highest placed B.T.D.A. member in the Monte Carlo Rally irrespective of class. Qualification for this award is full member at today's date (January 6), or by joining the B.T.D.A. Subscription 10s to the secretary, who will forward detailed application form to be in his hands by January 14 at the latest. Prospective members in this category must have competed in at least one previous Monte Carlo Rally, or international event, or have competed in at least one event run under R.A.C. permit at home. This qualification does not arise, as stated above, where one is a full member at today's date.

THE admission of Germany into international sporting events creates an interesting situation, for it means that motoring sport in the Soviet zone is theoretically included from January 1. The present motor sport commission is unchanged and efforts are to be made to organize a Grand Prix of the Republic to be held in Berlin at Whitsun.

THE B.A.R.C. are putting on something new in the way of film shows on Friday, January 13, when they stage a "Midnight Matinee" at the Curzon Cinema. This show, commencing after the normal programmes end, at 11.15 p.m., will include films of several European events such as the French G.P. and the Monaco G.P., together with films of Silverstone and Goodwood. Also, and of great interest to the enthusiast, several historic films of J.C.C. events—with people like K. Lee Guiness and H. O. D. Segrave in the 200-Mile Race—will be shown, having been resurrected from the club's cellars after a lapse of nearly 20 years. Tickets are obtainable at 7s 6d from the B.A.R.C., 55, Park Lane, London, W.1.

RESULTS of the Chase Trophy Trial were: Best performance of the day, R. B. Lowe (Dellow); best in the opposite class, J. V. S. Brown (H.R.G.); best by a Shenstone club member, J. W. Fowler (H.R.G.), and best by a club member who has previously competed in club trials, V. T. Fellows (Salmson).

Sheffield and Hallamshire's Christmas Trial was run over a 30-mile route, with 30 entries, and was followed by a special Christmas dinner and film show. E. Wadsworth retained 100 marks with his Ford, Mrs. Wilde being second on a Ford with 92 marks, then K. Bancroft's special with 90 and A. Aldred's Ford with 85. The standard car class was won by D. S. Rayner with a Ford. Minimum tyres pressures of 8lb for under 1,500 c.c., and 12lb for cars with larger engines, were enforced.

COMING SHORTLY

JANUARY 7.—Cemian M.C. Annual dinner and dance, Rembrandt Hotel, London, S.W.1, 7 p.m.
8.—**2nd Palermo Race, Argentina.**
8.—Vintage Sports Car Club (Midland Centre). Rally, Measham, nr. Burton-on-Trent.
8.—Bentley D.C. Noggin and Natter, Crown Hotel, Penn, Bucks, in evening.
8.—Brighton and Hove M.C. Noggin and Natter, Club Rooms, 296, Madeira Drive Arches, Brighton, 7 to 11 p.m.
9.—Bentley D.C. Noggin and Natter, Woolpack Inn, Coggeshall, Essex, in evening.
10.—Bentley D.C. Noggin and Natter, Whittington Inn, 3 miles north of Kidderminster, in evening.
11.—Public Schools M.C. New Year party with buffet supper, Two Chairmen, Berkeley Square, London, W.1., 7 p.m.
12.—Stockton and D.M.C. Dance, The Maison, Stockton, 9 p.m. to 1 a.m.
13.—British Automobile Racing Club. Midnight film show, Curzon Cinema, Curzon Street, Mayfair, London, W.1, 11.15 p.m.
14.—Bristol M.C. and L.C.C. Chappell Cup Trial, Bath.
14.—500 c.c. Club. Annual general meeting, Rubens Hotel, Buckingham Palace Road, London, S.W.1, 8 p.m.
15.—**Mar del Plata Race, Argentina.**
15.—Leicestershire C.C. Charles Bacon Trophy, Leicestershire.
15.—Maidstone and Mid-Kent M.C. Tyrwhitt-Drake Cup Trial, Kent.
15.—Bentley D.C. Noggin and Natter, Bacon Arms Hotel, Newbury, Berks; in evening.
15.—Seven-fifty M.C. The Mudlark, starting Lambert Arms, Aston Rowant, 10.30 a.m.
16.—Bentley D.C. Noggin and Natter, George Inn, Borough High Street, London, S.E.1, in evening.
17.—North London Enthusiasts C.C. Annual general meeting, Green Man, 128, Hale Lane, Edgware, 7 for 7.30 p.m.
19.—Taunton M.C. Annual dinner, dance and presentation of awards, Empire Ballroom, Taunton, 7.15 p.m.
19.—Aston Martin O.C. Film Show, British Council Cinema, 3, Hanover Street, London, W.1.
20.—North London Enthusiasts C.C. Annual dinner and dance, Hendon Hall Hotel, Hendon, London, N.W.4, 6.30 for 7 p.m.
20.—Harrow C.C. Annual dinner, Orchard Hotel, Ruislip, 7.30 for 8 p.m.
20.—Bentley D.C. Noggin and Natter, Bull's Head, Pratts Bottom, nr. Halsted, Kent, in evening.
21.—**Rosario Race, Argentina.**
21.—Bristol M.C. and L.C.C. Film show, Beaufort Room, Grand Hotel, Bristol, 7 p.m. (venue altered).
21.—Bentley D.C. Noggin and Natter, Norway Inn, Perran-Worthal, nr. Truro, Cornwall, 7.30 p.m. onwards.
22.—Bentley D.C. Lunch, Bull's Head Hotel, Aylesbury.
22-29.—**Monte Carlo Rally.**

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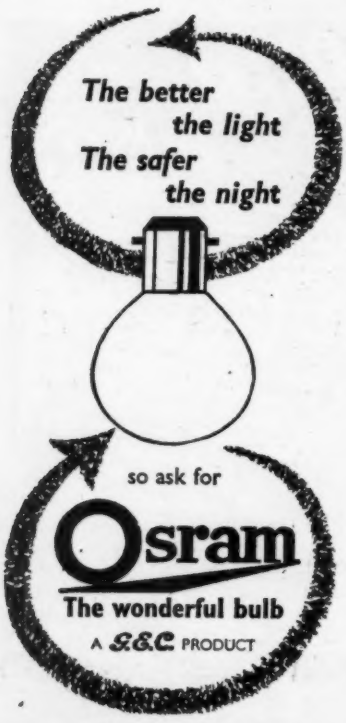
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IN BRIEF

Gold and jewelled service pins were recently presented to 25 members of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. sales staff whose total years of service with the company amounted to 580.

Lodge Plugs were used by the first three home in the International Grand Prix at Buenos Aires, South America, on December 18. They were Ascari (Ferrari), Fangio (Ferrari), and Villoresi, also driving a Ferrari.

Today, Friday, at 2.30 p.m., the Motor and Cycle Trades Benevolent Fund (BEN) will hold its annual general meeting at the Motor Agents' Association, Ltd. (Council Chamber), 201, Great Portland Street, London, W.1.

Caffyns, Ltd., Meads Road, Eastbourne, held their annual Christmas party on December 16 at the Winter Garden, Eastbourne. The guests numbered 1,100, and presentations were made to staff members who had completed 25 years' service.

On December 21, Mr. Norman Hooton, late of the James Cycle Co., Ltd., Birmingham, joined the staff of Lodge Plugs, Ltd., Rugby, on the competition and racing side. He has succeeded Mr. H. S. Wolseley, who left at the end of the year.

Radiotelephone communication has been adopted by Raymond Way Motors, Ltd., Canterbury Road, Kilburn, London, N.W.6, as a means of contact between the head office and their four main buyers, when they are within 25 miles radius of headquarters.

The firm also announces the appointment of Mr. G. A. Sharpe as secretary, and Mr. H. L. Pearce as chief accountant.

Mr. W. G. Brownsort has ended a long association with Jack Olding and Co., Ltd. (Car Division), of North Audley Street, London, W.1. He is relinquishing, through ill health, his position as sales manager, but will continue trading on his own account. Many readers will remember his appearances as a trials and racing driver of A.C. cars.

Mr. J. M. Brunton, who has been for many years an executive of the Commer-Karrier factories at Luton, has taken up an appointment at Nairobi as resident representative for Rootes Group cars and trucks in the mid-African zone. Mr. Brunton joined the Commer-Karrier companies in 1934 and was service manager for ten years. He is familiar with his African area from previous travelling. His successor at Luton is Mr. T. W. Hodgkins.

The Registrar's office of Simms Motor Units, Ltd. is now located at Oak Lane, East Finchley, London, N.2. All matters relating to company investments should be addressed to the secretary at this address.

The depot of Stewart and Ardern, Ltd., Morris House, 200, Bromley Road, London, S.E.6, which was requisitioned by the Government during the war, has now been reoccupied, and was opened on January 2. The depot is under the supervision of Mr. F. A. Pulley.

The address of Blackborow and Co., Ltd. is now 71, Cadogan Lane, London, S.W.1, and not Eaton Mews South, London, S.W.1, as formerly. Mr. A. Blackborow, who is managing the business from the new premises, was formerly for 12 years at the Park Lane branch of Car Mart, Ltd.

Although the price of the G1-type Rotoflo shock absorber, described in *The Autocar* of December 23, was correctly given as 32s 6d, owing to a typographical error the price of the replacement set of four was incorrectly given as £6 instead of £6 10s, or with broached and rebushed linkage arms at £7 10s. The G1 model is an addition to the range and is for 3½in centres. It does not supersede the A1 and A2 models which have 2½in and 4in centres respectively.

Forthcoming Austin service weeks will take place at the following firms: H. A. Saunders, Ltd., Austin House, Worcester (February 27-March 4); Reading Automobiles (Weybridge), Ltd., 13-15, Caversham Road, Reading (March 13-18); Lookers, Ltd. works and service station, Chester Road, Stretford, Manchester (April 17-22); Dias and Co., Ltd., Carlisle (May 15-20); Voss Motors, Ltd. service department, Mann Island, James Street, Pier Head, Liverpool, 3 (June 12-17); and Marshalls (Cambridge), Ltd., Austin House, 63, Bridge Street, Peterborough (July 3-8).

During these weeks Austin service representatives will be available at the addresses quoted to give advice to owners. The exact venue of the week at Dias and Co., Ltd., Carlisle, has not yet been decided.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15284.—1932 Mark II M.G. Midget
"J. D. S. M."—All possible information and a handbook.

No. 15285.—1934-35 Riley Twelve-Six
"R. H. F."—Hints and tips on maintenance; also a handbook.

No. 15286.—1938 DKW de Luxe
"S. S."—Hints on tuning and maintenance; also a handbook.

No. 15287.—1933-34 Riley Fourteen-Six
"R. S. A."—All possible information and a handbook for the Alpine model.

No. 15288.—1937 Triumph Dolomite
"J. F. S."—General information and a handbook.

No. 15289.—1933 12 h.p. M.G. Magnette
"C. V."—General performance details, information on maintenance of clutch, rear axle and dynamo, and a handbook.

No. 15293.—Handbooks Required
"S."—1936 Triumph Vitesse.
"G.D."—1935 PB-type M.G. Midget.
"D. M. J."—J2-type M.G. Midget.
"E. N. J. D."—1936-37 Morris Ten.
"F. L. H."—1932 Standard Big Nine.
"E. W. J. W."—1934 PA-type M.G. Midget.

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SIDE-LAMPS



New. Black finish. **5/6**, post 6d. 6 or 12 volt bulbs **1/3** extra

ANTI-FROST HEATERS



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Similar model, but hurricane lamp shaped, **16/-**, post 9d.

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Ex-W.D. unused. Push-on type post 9d. **5/3**

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AUSTIN 18 7-Passenger Iver Limousine, 1939, double enclosed with glass partition, face forward seats. Immaculate condition throughout, tip-top mechanical order, excellent steering and brakes, finished flawless black cellulose **£885**

AUSTIN 18 7-Passenger Long Chassis Saloon, 1939. Leather upholstery both front and rear, coachwork without major blemish, five brand new Dunlops fitted. Fully equipped and ready for immediate service. Outstanding mechanically **£825**

AUSTIN 16 7-Passenger Long Chassis York, 1937. Specially recommended for its economical performance, face forward seats, leather upholstery, heater, Ace discs, original cellulose, privately owned since new. Moderate use only **£495**

AUSTIN 20 7-Passenger Enclosed Limousine, 1936. Glass partition, face forward seats, leather front and rear. Very clean black cellulose, external luggage accommodation. Beautiful runner with good tyres. Fully guaranteed **£395**

BUICK 38 h.p. Limousine, 1940, with winding division, leather upholstery front and rear, literally unblemished throughout. Privately owned since new. Has never been on Hire work, and has been chauffeur maintained by one owner **£650**

HILLMAN 21 h.p. 7-Passenger enclosed Limousine, 1937. In magnificent order having been privately owned since new. Coachwork and interior in really immaculate condition, carefully stored during war. Moderate mileage **£575**

HILLMAN 21 h.p. 7-Passenger enclosed Limousine 1937. Upholstered in finest quality leather front and rear. Face forward seats, winding partition. Engine thoroughly reserviced, whole car in really first class order **£595**

HUMBER 27 h.p. 7-Passenger Pullman Limousine (Thrupp & Maberly), 1940. Face forward seats, black and chrome exterior in immaculate condition. Interior furnishings without blemish. Superb engine, all six tyres as brand new ... **£845**

HUMBER 27 h.p. 7-Passenger Pullman Limousine, 1939. Semi razor-edge body face forward seats, disappearing division. Black cellulose in outstanding order, fully equipped, can be put into immediate operation. Genuine opportunity **£795**

HUMBER 27 h.p. 7-Passenger Pullman Limousine, 1938. Black and chrome, with grey upholstery. Engine just extensively overhauled, brakes relined, and in first class mechanical order throughout. Face forward occasional seats **£665**

HUMBER 27 h.p. Enclosed Pullman Limousine, 1937. In tip-top mechanical order. Black and chrome exterior in outstanding condition, interior furnishings of very best quality. Excellent tyres, fully guaranteed in writing ... **£535**

LINCOLN V 12 8-seater Double enclosed Limousine 1936. Beautiful looking car fitted every conceivable luxury and refinement. Black coachwork, grey upholstery, face forward seats, spacious luggage accommodation. Real bargain **£345**

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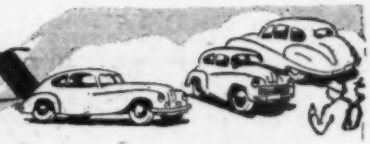
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1938/9 Alvis 12 or Lancia Aprilia, full particulars to —A .R. Payne, Coventry House, Melton Mowbray. Tel. 36. [4618

ALVIS 12 saloon, 1934/6, good order essential, state condition of chassis, body, mileage, lowest spot cash price.—Box 1413. [4632

G. W. WILKIN, Ltd., of Kingston-on-Thames, are of keen buyers of Alvis cars in good condition. Alvis agents for sales and service. Kingston 2241. [6597

1948-9 Alvis; please give particulars and price. —A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19 Rus. 2874/5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8361

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors, have new and used cars in stock, and are always interested to have details of any Alvis cars for disposal.—Mayfair 8351-6. [0299

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, "Alvisgar, Gold, London."

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8360

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park and 84, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland, Works, 71-75, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0631. Comprehensive spares and service. [0730

ARMSTRONG SIDDELEY

EUSTACE WATKINS, Ltd.

1948 Armstrong Siddeley drop head coupe black, brown upholstery, fawn hood, 10,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181) [3158

CAR MART, Ltd.

1947 Armstrong 16hp Lancaster saloon, 7,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4871

BROWN'S for Armstrongs.

1946 Armstrong 16hp Hurricane drop head foursome, radio, immaculate condition; 725gns.; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5100

MONTROE MOTORS offer:—

1946 Armstrong Hurricane coupe, cream with radio; £765.

MONTROE MOTORS (N. H. BOSWELL), 91, Epping Rd., Buckhurst Hill. Buckhurst 5175. [5331

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, blue, in immaculate condition.—184, Gt. Portland St., W.1. Museum 1001. [7505

WARWICK WRIGHT, Ltd., offer:—

1948 Armstrong Siddeley 16hp Lancaster saloon, black, brown leather, fawn cloth, 6,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5033

CHARLES FOLLETT, Ltd., offer:—

1946 Armstrong Siddeley drop head coupe, grey, blue leather, very clean car; £750.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [4926

1947 (Dec.) Armstrong Hurricane coupe, 4,000 miles, fitted radio; £860.

W. T. DUNN, Ltd., 307, Euston Rd., N.W.1. Eus. 3105. [5374

1947 Armstrong 16 drop head coupe, black with brown leather, small mileage, radio.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2582

ARMSTRONG limousine 25, 1938, 7-seater, privately owned, only 30,000 miles, blue.—P. J. Whittick, Ashton Keynes, Swindon. [5411

CASS'S MOTOR MART.—1938 Armstrong 14 saloon, black, immaculate condition, written guarantee.—5, Warren St., W.1. Euston 3523. [5085

ARMSTRONG SIDDELEY

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue, grey leather, 13,000 miles, preselector.—Below.

GORDON CARS (LONDON), Ltd.—1946 Armstrong Typhoon saloon, grey, brown leather, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4836

1948 (March) Armstrong Siddeley Lancaster saloon, finished in black with brown leather, an immaculate car; apply

BOSHIER & PATTENDEN Ltd Chapel Field Road Garage Tel. Norwich 22677 [5020

1947 Armstrong 16 Typhoon saloon, 7,000 miles; £985.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon Addiscombe 3066. [2740

DEC. 1946 Armstrong Siddeley saloon, 16hp, red upholstery throughout, completed 18,000 miles.—For further details 'phone Bray, Pad. 7040. [4805

WALTER SCOTT, Ltd.—1937 Armstrong 25hp saloon, grey, very exceptional condition; £235.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [7419

ARMSTRONG limousine full 7-seater, absolutely as new; £675.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.11. Speedwell 0071-2. [5215

11000 miles.—1947 (June) Armstrong Siddeley Typhoon saloon, black, radio (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos). 95. [5266

ARCHIE SIMONS & Co., Ltd.—Armstrong Siddeley 20hp 7-passenger limousine, leather throughout, face-forward seats; £295.—94, Gt. Portland St., W.1. Lan. 1343. [4740

1948 Armstrong Siddeley Hurricane, 13,000 miles, one owner; £750; trade enquiries invited.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [4644

1946 Armstrong Siddeley Hurricane drop head coupe, maroon with maroon leather, 9,000 miles, literally immaculate; £795.—E. D. Abbott, Ltd., Farnham, Surrey. Farnham 6282. [5395

295 gns.—Armstrong Siddeley (July, 1937) 17hp 4-door touring saloon, dark blue, sliding head, blue leather preselector, good tyres, excellent condition; terms exchanges.—Rowland Smith below; [5115

165 gns.—Armstrong Siddeley, 1934 model, 15hp 4-door saloon, green and black, sliding head, green leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5110

£195.—1937 model Armstrong 25hp 4-door saloon, black, brown leather, splendid condition inside and out; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate. Maryland 2534. [5184

1936 Armstrong Siddeley 17hp 7-passenger limousine, recently reconditioned throughout, including re-chrome and recellulose, one owner.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [6270

£85.—Armstrong Siddeley 12hp sun saloon, original coachwork very good, no smoke, good oil pressure, November 1935 model, four wheel jacks; any trial.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [5302

1948 Armstrong Siddeley fixed head sports saloon, colour black, purchased July 12th, 1948; mileage 13,000; condition inside and outside as new; owner will take £1,100 for immediate sale.—Write, Bay, La Pergola, Hurley, Nr. Maidenhead. Tel. Hurley 280. [5414

17hp 7-seater Armstrong Siddeley limousine with division, leather front, cloth rear, original throughout, chauffeur-maintained, private owner, most economical and suitable high class hire work; £425.—J. Davy, Logan Place, Earls Court Rd., W.8. Wes. 1225. [5315

ARMSTRONG SIDDELEY 1949 4-door Lancaster saloon for sale, covenant free January 1st, 1950, privately owned, chauffeur maintained, fitted heater, buff paint, all genuine leather upholstery mileage under 8,000, perfect condition throughout; offers to—Mrs. Fenwick, Barhams Manor, Higham, nr. Colchester. [4641

9000 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, 1946-condition, immaculate. Below

LIMOUSINE 1937 Long-17hp, partition, wide occasionals, black, private, opportunity, £585.

LIMOUSINE 1936/20hp, partition, 7-forward, black, 1946-condition throughout, genuine 38,000, private, original, also 5-seater leather Saloon, unbelievably immaculate, £365.—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4975

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

1948 Armstrong Typhoon saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [4779

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

7-SEATERS private Limousines required cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3374

Armstrong Siddeley Spares and Service

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London, distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

ASTON MARTIN

FRIARY MOTORS, Ltd.

1½-litre Aston Martin Mark 2 4-seater, finished green, chassis checked over; £425.

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [2435

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column Advert. No. 5336. [5338

ASTON MARTIN

ASTON MARTIN International 2/4-seater tourer, in good order throughout; £175.—34, Tynyparc Rd., Whitchurch, Cardiff. [5415

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5277

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

AUSTIN SEVEN

RAYMOND WAY, the hire purchase specialists!

269 gns!!!—1939 Austin 7 Ruby de luxe sun saloon, very carefully maintained; also a good selection of Austin 7s from 99gns.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7p.m. (weekdays). [5095

AUSTIN 7, rebuilt sports 2-seater, drive away at £65.—34, Tynyparc Rd., Whitchurch, Cardiff. [5416

1938 Austin 7 2-seater, overhauled, sound little car; £185.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [4194

1938 Austin Big Seven, one owner, very clean and sound condition; £250.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [5019

145 gns.—Austin 7 sports, 2-seater, immaculate condition, a bargain.—G.R. (Balham), Ltd., 2C, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [4175

79 gns.—Austin 7 1932 saloon, black, 4-speed gear box; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5111

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5132

AUSTIN EIGHT

CAR MART, Ltd.

1947 Austin 8 saloon, 17,000 miles; £575.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4872

J. CORYTON, Ltd.

1946 8hp Austin 4-door sun saloon, 26,181 miles recorded, black with brown upholstery, good all-round condition and guaranteed against any major mechanical defect; licensed.—139-149, Fulham Road, S.W.3. Ken. 1410. [3041

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 7,000 miles; £575.

1947 Austin 8hp saloon de luxe, 13,000 miles; £535.

1946 Austin 8hp saloon de luxe; £475.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5428

PALMERS MOTORS, Ltd., offer:—

1947 Austin 8 4-door, low mileage, £515; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [4246

HAROLD RADFORD & Co., Ltd.,

1946 (April) Austin 8, 4-door saloon, black, brown upholstery, 5,600 miles, as new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4528

1946 Austin 8 de luxe saloon, black, brown leather, excellent condition; £500.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5238

1940 model Austin 8; £295.—Peter Bantock, 37-39, King St. Parade, Twickenham. Popesgrove 7447 and 7030. [5067

1947 Austin 8 4-door de luxe saloon, speedometer reading 10,000 miles, very carefully used and maintained; £545.

1940 series Austin 8 4-door de luxe saloon, choice of two, both in excellent condition and appearance; £315, £325; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [5335

LATE 1947 Austin 8 saloon de luxe, 7,000 miles, immaculate condition. £565.—The White Swan, Bottisham, Cambs. Tel. 259. [5230

1940/40 Austin 8 2-door saloon, good condition, black; £300.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [5018

GORDON CARS (LONDON), Ltd.—1947 Austin 8hp saloon, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4830

1947 Austin 8 saloon, new condition, pastel green, low mileage; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [5017

FIRST registered Nov., 1948, Austin 8 tourer, excellent condition; £325.—Hendon Central Car Sales, Ltd., Watford Way, N.W.4. Hendon 1423-4. [4220

1946 Austin 8hp saloon, black, brown leather, fitted radio; £475.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4855

AUSTIN 8 tourer, ex-Government, reconditioned, one owner, bargain at £250.—The Barkston Motor Co., Ltd., 244, Earls Court Rd., London, S.W.5. Frobisher 3192. [5325

AUSTIN EIGHT

1939 Austin 8 4-door saloon, in splendid all round condition; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635, and 3954. [4296

1939 (May) Austin 8hp sliding roof saloon, black, with maroon leather upholstery, recellulosed, in good mechanical condition; £295.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [9298

295 gns.—Austin 8 (June, 1939) de luxe saloon, black, sliding head, brown leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5112

£285.—Austin 8 1939 2-door saloon, excellent mechanically, original throughout, radio, etc.; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [5423

NAYLOR & ROOT, Ltd.—1947 Austin 8 saloon, black, brown hide upholstery 11,000 miles, equal to new throughout; £545; three months guarantee. Choice of 250 quality cars, demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Open 9-6 each week-day including Saturday. [5000

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919

SELL your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6569

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5133

AUSTIN TEN

CAR MART, Ltd.

1948 Austin A40 Dorset saloon, sliding head, radio & heater, 11,000 miles; £795

1947 (Oct.) Austin 10 saloon, radio, 14,000 miles; £685.

1946 Austin 10 saloon, 18,000 miles; £635.—Car Mart, 297, Euston Rd., N.W.1. Euston 1212. [4873

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 7,000 miles; £695.

1946 Austin 10hp saloon de luxe, 8,000 miles; £585.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5430

JACK OLDING, of Mayfair, offer:—

AUSTIN 10 4-door saloon, finished in green with brown leather upholstery, first registered October, 1947; £675.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [5008

WADDINGTON MOTORS Ltd., offer:—

1946 Austin 10 saloon, immaculate condition throughout; £550.—Fortune Green Rd., N.W.6. Ham. 2211. [4210

MEBES & MEBES, Ltd.. (Est. 1893), offer:—

1935 Austin 10hp de luxe Lichfield saloon, black, brown leather upholstery, excellent condition throughout, above average for year, taxed; £225.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [4498

£180.—Austin 10hp saloon, perfect condition throughout, any trial.—K. & N. Motors, 94-100, Lanark Rd., W.9. [5422

1936 Austin 10 saloon, unrepeatable bargain; £175.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [4195

1938 Austin 10 de luxe saloon, very nice condition; £285.—Circular Car Sales, Watford Way, Mill Hill. Mill Hill 1637. [5199

1946 Austin 10 saloon 22,000 miles; £475 or very near offer.—Harold R. Hills Garage, 3-5, Ennismore Mews, S.W.7. Kensington 4020. [5324

GORDON CARS (LONDON), Ltd.—1947 Austin 10 saloon, black, 18,000 miles, excellent.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4832

1939 Austin 10 Cambridge saloon, blue, new engine, as new condition; exchange.—Lockwood, Half-way, Walton 2824; after 6 o'clock 3587. [4910

1939 Austin 10 Cambridge saloon, exceptionally well-kept, £365; another £295.—Peter Bantock, 37/39, King St. Parade, Twickenham. Popesgrove 7447. [3522

ROSE & YOUNG, Ltd., offer 1937 Austin 10 cabriolet in super condition.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1854

1939 Austin 10 black Cambridge saloons, choice of 2, guaranteed condition; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4296

525 gns.—Austin 10 (June, 1946) de luxe 4-door saloon, black, sliding head, brown leather, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below:—

365 gns.—Austin 10 (July, 1942) de luxe 4-door saloon, black, sliding head, blue leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Austin 10, 1937 model, Cambridge de luxe 4-door saloon, black, sliding head, fawn leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5113

TANKARD & SMITH, Ltd., offer 1937 Austin 10 2-seater, in original blue with blue leather upholstery, speedometer reading 32,000 miles, which from the excellent appearance and mechanical condition may well be true; £245; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [4693

Austin Ten Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

POST-WAR Austin 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0841

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

SELL your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6896. [6570

JACK ROSE, Ltd., require low-mileage Austin cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7674

1939/48 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232. [5132

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

TOM GARNER, Ltd., offer:—

1948 Austin A40 Dorset saloon, Portland Grey with beige leather, 550 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4755

H. A. SAUNDERS, Ltd., offer:—

1948 Austin A40 Devon 4-door saloon de luxe, radio, heater, 6,000 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5429

PHILIP RICKARDS, Limited, offer:—

1948 Austin A40 Dorset saloon, fitted heater, radio, green, 7,000 miles.—4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. [4780

GORDON CARS (LONDON), Ltd.—1948 Austin A40 Dorset saloon, green, sliding roof, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin A40 Devon saloon, black, sliding roof, radio, 5,800 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4831

1948 Austin Dorset, green/beige, 6,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577, 6970. [4207

CASS'S MOTOR MART.—1949 Austin A40 Devon 4-door saloon, fawn, heater, radio, 6,500 miles; £800, written guarantee.—5, Warren St., W.1. Euston 4110. [5066

1948 (Sept.) Austin A40 Devon 4-door, sun roof, fitted heater, 9,000 miles; £810.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4592

A40 1948 Austin 4-door de luxe saloon (registered Dec., 1948), finished black with fawn leather, fitted radio and heater, one ownership, absolutely unmarked and outstanding condition, thoroughly recommended and offered with written guarantee at attractive price; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5271

Austin A40 Cars Wanted

POST-WAR Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0842

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—

1939 Austin 12 saloon de luxe, black, immaculate; £495.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5431

1938 Austin 12 de luxe saloon, one private owner, in immaculate condition throughout; £320.

J. WILLIAMS MOTORS, 169, Priory Rd., Hornsey. Mountview 5228-5774. [5168

1939 Austin 12 saloon, black, in first-class mechanical condition and excellent bodywork.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4460

1939 Austin 12-4, 7-seater limousine, nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4776

1939 Austin 12 saloon, in good condition; £325.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [3255

GORDON CARS (LONDON), Ltd.—1946 Austin 12hp saloon, black, brown leather, 22,000 miles, one owner.—Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [4835

1939 Austin 12 Ascot de luxe saloon, black with blue leather upholstery, mileage 30,000, privately owned vehicle, original; £425.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [4866

245 gns.—Austin 12, 1937 model, Ascot 4-door saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5114

Austin Twelve Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

£65.—Austin 1931 12/6 16hp saloon, good tyres, blue, runs well, clean appearance.—E.S. Motors, 325, High Rd., Chiswick, W.4. Chiswick 2246. [5181

220 gns.—1937 Austin 14 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4238

WALTER SCOTT, Ltd.—1939 Austin 14 Goodwood de luxe saloon, black, brown hide, one owner, excellent throughout; £345.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [2433

AUSTIN SIXTEEN

CAR MART, Ltd.

1948 Austin 16 saloon, radio, 7,000 miles; £985.

1947 Austin 16 saloon, 10,000 miles; £875.

1946 Austin 16 saloon, 23,000 miles; £725.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4874

BROWN'S for Austins.

1946 Austin 16hp saloon de luxe, immaculate condition; 695gns.; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5101

CYRIL SHEPPERD offers:—

1949 Austin 16, black/brown, radio, heater, as new throughout; £925.—Riseley, Berks. Tel. Reading 83147. [5379

TOM GARNER, Ltd., offer:—

1948 Austin 16hp S.R. saloon, black with brown leather, 5,000 miles, radio.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4756

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 16hp saloon de luxe, 8,000 miles, radio; £925.

1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5432

WARWICK WRIGHT, Ltd., offer:—

1948 Austin 16hp saloon, blue, brown leather, 6,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5034

CHARLES RICKARDS, Ltd., the house of standing and repute.

1948 Austin 16hp saloon, black, 7,000 miles, one careful owner, heater and radio; £900.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4680

CHOICE of two, 1948 Austin 16, 6,000 miles and 12,000 miles; £850 and £945.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [5392

1947 Austin 16hp saloon, black/brown, in excellent condition; £825.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Pal. Green 1205. [5368

1948 Austin 16 saloon, black, 7,000 miles, fitted radio and heater; £945.

W. T. DUNN, Ltd., 307, Euston Rd., N.W.1. Eus. 3105. [5376

1948 Austin 16 saloon, black, brown leather, radio, heater, discs, small mileage; £925.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5239

GORDON CARS (LONDON), Ltd.—1948 Austin 16hp saloon, black, brown leather and cloth, 2,200 miles only.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16hp saloon, black, 11,000 miles, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4834

1936 Austin 16 saloon, easyclean wheels, new batteries, good engine and first-class bodywork; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4461

380 miles (three hundred and eighty).—Austin 16, 1948, sun saloon, black with brown leather, radio, heater; £1,095.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (6 lines).

1948 Austin 16 saloon, black, brown leather, Ace discs, excellent condition.—Dobson's, Ltd., Staines, Middlesex. Phone 801. [2358

L. F. DOVE offer 1948 Austin 16 saloon, 6,000 miles only, in almost new condition; £945.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5056

1948 Austin 16 saloon, black-brown leather, one owner, 15,000 miles; £875.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [5216

7900 authenticated miles.—1948 Austin 16 de luxe saloon, black, indistinguishable new, bargain.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [5194

R. S. CURRIE & Cd., Ltd., offer:— 1948 Austin 16 saloon, black, brown leather, fitted heater and radio, low mileage; £925.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [5055

1948 Austin 16 saloon, black with brown leather, heater, low mileage, in exceptional condition; £885.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6. [1453

1948 Austin 16 saloon, green/brown, 4,000 miles, excellent condition, one owner, taxed 1950; £925.—Crawford, 18, Oakwood Court, W.14. Tel. Wes. 1397. [4710

1935 Austin 16, Hertford saloon, just fitted with new engine, beautifully kept, original cellulose; £250.—Peter Bantock, 57/59, King St. Parade, Twickenham. Popesgrove 7447. [3523

650 gns.—1946 Austin 16hp saloon, black, blue leather, heater, £10 tax, mileage 23,000, 1949 condition; £230 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [3257

1948 (Nov.) Austin 16hp saloon, black, brown leather, radio, heater, one owner, exceptional condition throughout, £895; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [4790

AUSTIN SIXTEEN

825 gns.—Austin 16 Dec., 1947, 4-door saloon, black, brown leather, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5115

£265.—1937 Austin 16 Goodwood de luxe saloon, bodywork unmarked, interior clean, mechanically excellent, having recently had clutch, gear box, engine overhaul costing £85, ideal for hire, ready for immediate use; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144. [5164

NAYLOR & ROOT, Ltd.—1948 Austin 16 saloon, black, brown hide upholstery, 9,000 miles, equal to new; £895; three months guarantee. Choice of 250 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Open 9-6 each week-day including Saturday. [5001

1935 Austin 16 Chalfont 7-seater limousine, face-forward occasionals, finished blue with blue leather front and rear, easy-clean wheels, chauffeur kept (not used for hire), a beautifully maintained car, thoroughly recommended; £400; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5274

1948-9 (November) Deluxe Sunshine Saloon, leather, radio, 7000m., original owner, delightful condition. £895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4976

Austin Sixteen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN A70 & A90

AUSTIN A70 Hampshire saloon, 600 miles, free of covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4930

AUSTIN EIGHTEEN

R. C. MORTLAKE offers:—

1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather.

1938 Windsor saloon, black, marcon leather, one private owner; 1939 18hp Norfolk saloon, one private owner, beautiful condition throughout; convenient hire purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

1937 Austin 18 sports saloon.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [6133

895 gns.; ! !—1939 Austin Iver, one owner only, 29,000 miles.

SELBORNE (MAYFAIR), Ltd., 82, Park St., W.1. [4584

AUSTIN 18 1936 York five-seater; £195.—Anthony Crook Motors, Town End, Caterham Hill, Surrey. Tel. 466. [4952

£350.—1936 Austin 18 7-seater, division, face forwards, clean condition, excellent runner, fitted Easyclean.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5383

1938 18hp Austin Iver 7-seater limousine.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [2336

CASS'S MOTOR MART.—1937 Austin 18 Chalfont limousine, 7-passenger, black, brown hide, superb condition; £595; written guarantee.—5, Warren St., Euston 4110. [4283

1937 Austin 18 York long chassis saloon, with extra seats, exceptionally fine condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4940

1938 (May) Austin Gordon Royal limousine, 7-seater, in exceptional condition; £795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5083

425 gns.—Austin 18, 1937 model, Chalfont 7-passenger double enclosed limousine, black, blue leather, sliding partition, face-forward occasionals, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Austin 18 1935 York 7-seater saloon, black, green leather, face-forward occasionals, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5116

SEVEN SEATERS 1938/1939 Saloons, leather throughout, black, excellent tyres, certified mechanically. £765.

LIMOUSINES 1938/1939 Iver, Gordon, partition, 7-forward, leather throughout, superlative condition. £860. Seen:— Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4977

Austin Eighteen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

1938 Austin-18 Saloon 5-seater wanted. Letter:—Evans, 26, Sunny Hill, Hendon N.W.4. [3398

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

1936-39 Austin 18hp saloon or limousine; must be first-class condition.—Glynn, 134a, Grange Rd., Ramsgate. [4475

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [0877

CRIPPS OF NOTTINGHAM urgently require all types 18s 7-seater saloon and limousines.—R. Cripps & Co., Ltd., the Midlands limousine specialists, Parliament St., Nottingham. Tel. 44558. [0552

Austin Eighteen Cars Wanted

7-SEATERS 1937/38/39 also Norfolk saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3379

AUSTIN TWENTY

1938-9 Austin 20hp 7-seater limousine, one owner, private.—Write BCM/NZA, London, W.C.1. [5197

LIMOUSINE 1938 Mayfair, partition, 7-forward, black, 4 privately owned, selection-£895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4978

Austin Twenty Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Austin 20 cars.—297, Euston Rd., N.W.1. Euston 1212. [0957

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-SEATER Limousines 1937/1938-also 28hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3373

AUSTIN TWENTY-EIGHT

780 ens.—1939 (Sept.) Austin 28hp Ranelagh 7-seater limousine with division, black, beautifully upholstered and appointed, scarce model at unrepeatable bargain figure; £275 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [3900

AUSTIN 4125 and A135

CAR MART, Ltd.

1949 Austin 135 Princess touring limousine, 4,000 miles; £2,350.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [4875

GORDON CARS (LONDON), Ltd.—1949 (January) Austin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [4835

AUSTIN Princess (April, 1949), B.M.T.A. permission to sell subject to purchaser signing balance of covenant (4 months), this car is virtually as new having done 1,800 (eighteen hundred) guaranteed miles, colour black, any examination; bargain, £2,000.—F. H. Grove, Manzard House, Downham, Billericay, Essex. Tel. Ramsden Heath 276. [5316

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REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

SPECIAL offer to hire firms:—

EX-PRIVATELY owned vehicles of all types usually available from £75; self-financed h.p. facilities at £5 per month.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

KING'S AUTOS, King's Autos, King's Autos.

1940 Austin 10 de luxe saloon, one owner, new engine, splendid car; £375.

1939 Austin 10 de luxe saloon, resprayed, overhauled, immaculate; £335.

1937 Austin 7 Ruby saloon, original paintwork unmarked; £185.

ENGLAND'S easiest hire-purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings. Tel Seven Kings 3536-7. [4201

ARCHIE SIMONS & Co., Ltd.—Austin 18hp 1937 series Windsor 7-passenger, face-forward seats, leather throughout; £595. 1938 Austin 16hp saloon de luxe; £325.—94, Gt. Portland St., W.1. Lan. 1343. [4741

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3 [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5278

E. L. MENDEL urgently require all Austin models; cash waiting —85, Gt. Portland St., W.1. Langham 2261-2. [3954

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Austin retailers, require cars in first-class condition. Mayfair 5242. [5010

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 253. [0541

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [0416

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

SPIKINS (TWICKENHAM) Ltd., Heath Rd., Twickenham, Middlesex will purchase immediately recent Austins, all models.—Popesgrove 1035. [1592

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2437

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8 [1039

Austin Spares and Service

NORMAND, Ltd.

THE best service ensures a long car life.—Bring your car to 405-9, King St., W.6. Riv. 3665. [0229

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4

Austin Spares and Service

FOR Austin, mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

S. G. SMITH MOTORS, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8052

AUSTIN spares service, factory reconditioned exchange engines, gear boxes; full range of spares.—Iron Bridge Service Depot, Ltd., Southall. Southall 2606 (5 lines). [0422

AUSTIN spare parts and unit replacements; London distributors.—The Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. Also 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0265

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

AUSTIN 7 largest stockists in United Kingdom exchange cylinder blocks, crankshafts, dynamos, distributors, A.C. pumps; windscreens, complete, 84/-; Austin Big 7 axle shafts in stock; Austin 8, 10, 12, 14, 16, 18 spares in stock; postal service.—Northwoods, 45-47, Newington Causeway, S.E.1. Tel. Hop. 2820, 2858.

BENTLEY (3½ & 4¼-litre)

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OWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1947 Bentley Mark VI 2-door razor-edge sports saloon by James Young. Ref. H.2032.

1939 Bentley 4¼-litre sedanca coupe by Gurney Nutting. Ref. H.2805.

1937 Bentley 4¼-litre 4-door saloon by Park Ward. Ref. H.3613.

1937 Bentley 4¼-litre fully razor-edge saloon by Freestone & Webb. Ref. H.3332.

1937 Bentley 4¼-litre drop head coupe by Park Ward. Ref. H.3627.

1935 Bentley 3½-litre sedanca coupe by H. J. Mulliner. Ref. H.3617.

1935 Bentley 3½-litre 4-door saloon by H. J. Mulliner. Ref. H.3514.

1934 Bentley 3½-litre saloon by Park Ward. Ref. H.2848.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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MEANS cars of distinction.

1947 Bentley Mark VI standard sports saloon. Ref. H.3648.

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1936 Bentley 4¼-litre razor-edge sports saloon by Freestone & Webb. Ref. H.3639.

1935 Bentley 3½-litre sports saloon by Park Ward. Ref. H.3391.

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INVITE you to call and inspect their unique selection of Bentley cars.

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NORTHERN Bentley Specialists.

1948 Mark VI standard sports saloon.

1947 Mark VI standard sports saloon.

1939 4¼-litre with ovedrive special sports saloon by Rippon.

1938 4¼-litre special high vision saloon by H. J. Mulliner.

1937 4¼-litre specially finished saloon by Park Ward.

FOR further particulars contact the official Bentley retailers,

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906

CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 9,000 miles; £3,750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4876

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3) officially appointed Bentley retailers and repairers; reliable used cars in stock. [3862

BENTLEY (3½ & 4¼-litre)

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JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to **12-13** St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

J. MARSHALL offers:—

1935 del. 3½-litre Bentley sports saloon by Vanden Plas, excellent condition; £795.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [1165

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley convertible foursome coupe by Duncan, finished in blue with beige leather upholstery, mileage 6,000, first registered 1949.

MARK VI Bentley standard saloon, finished in black with brown leather upholstery, first registered April, 1948.

MARK VI Bentley standard saloon, finished in black with maroon leather upholstery, first registered November, 1947.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242-3-4. [5006

ACLAND & TABOR, Ltd., offer:—

1936 4¼ Bentley 4-dr. sports saloon by H. J. Mulliner, black, brown leather, discs, H.M.V. radio, Jackall, etc., one owner; £1,275.

1935 3½ Bentley Park Ward saloon, grey, blue leather; £1,075.

1934 3½ Bentley 4-dr. Park Ward saloon, black, blue leather, moderate mileage; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4912

MANN EGERTON & Co., Ltd., offer:—

BENTLEY Mark VI 1948 steel saloon, 18,000 miles, immaculate condition throughout.

BENTLEY 4¼-litre 1939 (overdrive) saloon by Park Ward, black with blue leather upholstery, extras include radio and Ace super discs, etc., superb order throughout.

14, Berkeley St., W.1. Regent 2073. [4934

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Bentley Mark VI saloon, 28,000 miles; £3,450.

1936 Bentley 3½-litre, fitted most attractive and unusual drop head coupe by Windover, recently overhauled at cost of £700; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5322

LARGE stock of 3½-4¼-Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). [0096

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1948 Mk. VI all-steel saloon, black, grey leather, one owner, 6,600 miles only, as new; £3,850.

BENTLEY 3½-litre 1935 Park Ward standard saloon, black, beige leather, Ace discs, excellent condition throughout; £1,295.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [4924

NEW and secondhand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

1935 3½-litre Bentley owner-driven saloon by Park Ward; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4941

£1250 1936 4¼-litre Bentley Park Ward saloon, chauffeur kept and maintained by Bentley agent.—Woking Motors (Maybury Hill), Woking 1928. [5320

BENTLEY Mark VI foursome drop head coupe, Royal blue, wheel rims Cambridge blue, beige leather, blue hood, registered November, 1948, not used until May, 1949; low mileage; £3,350.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5240

BENTLEY 1934 3½-litre drop head coupe for sale, over £1,000 spent on overhauls during last two years, perfect condition, one owner; nearest offer £1,000.—Write Box G682, c/o Streets, 110, Old Broad St., E.C.2. [4639

£1195 —4¼-litre Park Ward 4-door sports saloon, 1936, black, green leather, Ace super wheel discs with chromium-plated rib and rim, bumpers front and rear, 40,000 miles since complete overhaul at Bentley Motors, Willesden; this car is in excellent mechanical order throughout and of very smart appearance, and up to this week has been in regular daily use by the managing director of a large Birmingham engineering firm; price £1,195.—Hatton Motors, Ltd., Rolls-Royce and Bentley Specialists, 71, Broad St., Birmingham. Tel. Midland 2437 (3 lines). [3930

BENTLEY (other than 3½ & 4¼)

1930 4¼-litre Bentley open 4-seater; offer around £275.—Abingdon Arms Garage, High Street, Thame, Oxon. [4717

1931 Sedanca de Ville 4½-litre Bentley by Mulliner; really exceptional; £395.—33a, Adam & Eve Mews, High St., Kensington. [5060

SPEEDSTERS, Ltd., specialists in reconditioned old school Bentleys.—Cross Oak Lane, Salfords, nr Redhill, Surrey. Horley 628. [4825

6½-litre Bentley sedanca de ville, rebuilt 1939 on 4-litre chassis, in first-class condition throughout, engine stripped and found to be in excellent condition February 1949 also brakes relined at that time; further details willingly supplied on application; £375 or nearest.

WHEELERS (NEWBURY), Ltd., The Broadway, Newbury. Tel. 1020. [4801

BENTLEY (other than 3½ & 4¼-litre)

1924 3-litre speed model, in magnificent condition and fitted with most unusual and handsome Park Ward touring body (original) with hinged decking and folding screens for rear passengers, 3.53 back axle; over £250 spent during past year in making what was already an excellent car still better; complete with spare lower-half of engine and 3 new tyres; £455; no offers.—Chawner, 141, Marsland Rd., Sale, Cheshire. Tel. Sale 4946. [4714

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 869 St Albans Rd., Watford. Tel. Garston 2369. [5758

PRIVATE owner is anxious to buy good condition pre-war Rolls-Bentley.—Box 1403. [4557

MANN EGERTON & Co., Ltd., would welcome opportunity to purchase Bentley Mark VI models. 14, Berkeley St., W.1. Regent 2073. [4935

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154 Gt. Titchfield St., W.1. Langham 0012. [5289

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7458

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). 0907

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351/6. [0328

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [5014

CHARLES FOLLETT, Ltd.—Officially appointed retailer and repairers, buy good late cars.—18, Berkeley St. W.1. May. 6266, Service, works & stores. —12, Wellesley Ave., W.6. Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SSPARE parts.

SSERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

B.M.W.

ACLAND & TABOR, Ltd., offer:—

1938 type 55 B.M.W. 2-seater open sports, low mileage, exceptional condition; £650.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4918

1938 B.M.W. type 321 4-seater cabriolet, metallic grey, blue leather, particularly smart and well kept appearance, mechanically in first class condition throughout, extensively overhauled by A.F.N., Ltd., acounts available, £595; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [4791

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5284

JOHN S. TRUSCOTT, Ltd., urgently required first-class B.M.W.s.—173, Westbourne Grove, W.11. Bays. 4274. [4795

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

BRISTOL

A.F.N., Ltd.,

JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

1949 (July) Bristol Type 400 saloon, metallic green, beige leather, all latest modifications, one owner, mileage 11,000; £2,000.

1947 400/85A saloon, recelluloised, an exceptionally fine chassis recently passed by manufacturers; price £1,650.

FURTHER details of the above and other used Bristol cars available sent on request.

WE have available for immediate delivery a strictly limited number of new Bristol type 401 chassis with Superleggera saloon or Pinin-Farina cabriolet coachwork built to our order.

SEE our advertisement under New Cars.—Bristol; and Used Cars.—Frazer-Nash-B.M.W.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [1748

BRISTOL

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers,

401 now available for inspection.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

ACLAND & TABOR, Ltd., offer:—

1949 Bristol type 400, 7,000 miles only, radio, heater, etc., indistinguishable from new; £2,210.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4916

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (August) Bristol type 400, 5,000 miles, absolutely indistinguishable from new; £2,250; B.M.T.A. permission.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [3927

USED Bristol cars for sale and wanted.—Anthony Crook, Bristol distributors, Caterham Hill, Surrey. Tel. 466. [6421

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280. Distributors in the West for Bristol cars.

SEVERAL good used 400 saloons in stock. [0490

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0618

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. 'Phone Douglas 7596. [0549

Bristol Cars Wanted

PHILIP FOSTER wishes to purchase late model, low mileage Bristol.—106, High St., Uxbridge. Tel. 1202. [5157

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4615

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bristol cars for disposal.—Mayfair 8351-6. [0330

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. 'Phone Douglas 0638. [0458

BROUGH SUPERIOR

GARAGE Proprietor has for disposal his 1935 28hp drop head Brough Superior, perfect throughout, reason selling, new car; £185.—Tel Nottingham 45468. [4971

B.S.A.

1937 Scout 2-seater sports, recent recond. engine, gearbox, new battery, good condition; £142.—75, Edgehill Rd., Winton, Bournemouth. [5077

225 gns.—B.S.A. Scout 1937 (reg. July, 1938) 10hp series 4 sports coupe, maroon, sliding head, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5117

£345!—B.S.A. 10hp special super sports two-seater roadster, 1939, front wheel drive model, in really amazing mechanical order, with high cruising speed, terrific acceleration, positive steering and powerful braking, fitted special 17in sprung steering wheel remote control gear change, knock-on wheels, rev counter, and all accessories, hood and all-weather equipment in excellent condition, tyres practically brand new, must suit real sports enthusiast seeking for fast but economical car in first-class mechanical condition; three months' written guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2581 and 5115; write for our 18-page post free list of over 250 fully guaranteed used cars; h.p., exchanges; open till 7.30 p.m. Monday to Friday, till 9 p.m. Saturday; cars delivered free to any part of the United Kingdom. [4995

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928

SLOCOMBES urgently need all types of B.S.A. cars; good price for good article.—269-71, Neasden Lane, N.W.10. Gladstone 2088. [7646

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A., and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144

BUGATTI

1939 Type 57 4-door saloon; £985.

TYPE 57SC. 130mph 4-seater tourer; £1,500.

TYPE 35B 2.3-litre supercharged G.P.; £650.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [3674

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column Advert. No. 5336. [5339

BUGATTI 1¼-litre sprint car: £200 or near offer. details from—V. Knight, Nately Towers, Hook, Basingstoke, Hants. [5048

BUGATTI Atalante two-seater coupe, imported post war, £10 tax; only £1,200, for quick sale; don't miss this.—Anthony Crook, Caterham Hill, Surrey. Tel. 466. [4951

Bugatti Cars Wanted

TYPE 37 Bugatti wanted, any condition if body original.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5401

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

LIMOUSINE, 1937, 37hp 7-seater; £875. 1934 36hp ditto; £575.—Lawton-Goodman, 36, North Audley Street, W.1. Mayfair 2360. [3972

BUICK

CAR MART, Ltd.

1939 Buick 37hp Empire saloon, 18,000 miles; £850.—Car Mart Ltd. 150 Park Lane, W.1. Grosvenor 3434. [4877

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column Advert. No. 5336. [5340

1938 Buick Pullman enclosed limousine, 22,000 miles only, one private owner, indistinguishable from new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St. W.1. Euston 3268. [3425

CASS'S MOTOR MART.—1937 Buick Empire saloon, black, brown hide, 35,000 miles, superb condition; £395.—5, Warren St., W.1. Euston 3525. [7661

1939 Buick Albemarle drop-head foursome coupe, extremely good condition, outright sale or exchange smaller car.—" Greenways," Lockerley, nr. Romsey. Tel. Lockerley 312. [4772

1938 (June) Buick 5-seater limousine, one owner since new, genuine 36,000 miles, indistinguishable from new; £785.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1165. [5082

£525—1939 Buick Viceroy Carlton drop head coupe, excellent throughout, magnificent performance with reasonable economy; compare this price for amazing value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144. [5166

£395—1938 Buick 31hp de luxe saloon interior as new, immaculate paint, mech. perfect, new tyres, superb vehicle; terms, exchanges.—Great Western Motors, 5-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4390

1939 Buick 31hp de luxe saloon, brown leather, fitted radio, steering column gear control, genuine well-cared-for car in every detail, low mileage; £575; terms and exchanges.—Makin & Harrison Motors, 493-6, High Rd., Chiswick. Chiswick 2619, 0558. [5334

1938 Buick Viceroy saloon, 38,000 miles, one owner, the paintwork, upholstery and mechanical condition of this car are exceptionally good, inspection by arrangement invited; 1st offer over £600 accepted.—J. Hartley & Sons, Ltd., Gillroyd Mills, Morley, Yorks, Morley 68. [4631

LIMOUSINE 1936 Fisher Double Enclosed 7-passenger, black, genuine 23,000, (unused 10 years) 1948-condition, delightful carriage. £1060.

LIMOUSINE 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, wireless, privately owned, magnificent. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [4979

Buick Cars Wanted

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court Grosvenor Square. Mayfair-2941. [3375

1939/47 low mileage Buicks required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4957

SOLE concessionaires, Lendrum & Hartman Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

JOE THOMPSON (MOTORS) Ltd., offer:—

MAY, 1947 Chevrolet Fleetmaster saloon, colour black, low mileage, R.H.D., fitted heater and radio, immaculate condition throughout.

JOE THOMPSON (MOTORS), Ltd., 97, Fu'ham Rd., South Kensington (next to Michelins). Ken. 4858. [2440

CHEVROLET latest streamline saloon, blue, exceptionally good condition, first registered September, 1946. Offers to:—

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St. W.10. Ladbroke 2951-4. [5708

1945 Chevrolet Fleetline saloon, L.H. drive, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem 3588. [4944

1946 Chevrolet 2-door l.h.d. saloon, exceptional condition; £875.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5207

1947 Chevrolet Fleetmaster saloon, fitted radio, loose cover, etc., R.H. drive.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4945

11000 miles.—1948 (August) Chevrolet Fleetmaster saloon, radio, heater, etc., faultless (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos), 95. [5267

1942 (first reg. 1949) £10 tax. Chevrolet saloon, L.H. drive; inbuilt radio, heater, etc.; £695. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4943

£595.—Modern Chevrolet limousine full 7-seater with division, leather front plus rear, this vehicle is the finest offered, having been privately owned since November, 1938, by one private owner (except for the last 6 months), most carefully maintained and genuine small mileage believed 29,000; bodywork literally spotless, mechanically excellent, Dunlop tyres, smooth, silent, comfortable, effortless cruising at 60 miles an hour; easy and cheaply maintained; compare this vehicle for value; it looks and runs like a post-war limousine; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144. [5163

Chevrolet Cars Wanted

DISTRIBUTORS for London & Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4956

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles only, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4953

CHRYSLER

DIESEL Chrysler 4-5 coupe, 30hp Perkins 6-cyl, cruising 40-50, new condition; seen London; £650.—Box 1535. [5418

95 gns.—Chrysler Sept., 1935, 20hp Kew 4-door saloon, black, brown leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5118

1937 Chrysler Kingston saloon with radio, numerous extras, an exceptionally fine car equal to any post war, black/grey leather, very small mileage, fully guaranteed.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5054

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

1939/1947 low mileage Chryslers required by British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3580. [4958

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [3380

Chrysler Spares and Service

PREMIER MOTORS (LEEDS), Ltd.

CHRYSLER specialised service and spares stocks.—Somers St., Leeds, 1. Tel. 23137. [0566

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [0018

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361

CITROEN

1948 Light 15 l.h.d., 11,000 miles; £750.

1947 Light 15, cooled radiator; £825.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [3675

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1948 Light 15 saloon de luxe, silver grey, red leather, one owner; £835.

1947 (£10 tax) Light 15 saloon de luxe, black, beige leather, one owner, 15,000 miles; £750.

SUPPLIED and maintained by ourselves, the above are highly recommended; part exchange and deferred terms.

H. W. MOTORS, Ltd. Walton-on-Thames 783 and 1437.

CITROEN 1935 model F.W.D. 12hp, radio, appearance as new; £199.—194, Hoylake Crescent, Ickenham, Middlesex. Tel. Ruislip 9649. [4659

1947 Citroen saloon, fitted sprung steering wheel, chrome hub-caps, nearly new tyres; £725.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4138

1938 Citroen 12 saloon, black, brown leather, bodywork unmarked, rechromed, excellent tyres, new battery, carpets unworn; £400.—68, Pine Ave., Gravesend. [5367

CITROEN Light 15 4-door de-luxe saloon, reconditioned throughout, recellulosed, rechromed, immaculate car; £475.—Moreton Garages, 61, Albert Embankment, S.E.1. Reliance 4016. [2644

1947 (April) Citroen genuine French model, right-hand steering, radio and many attractive extras, black, with chromium waistline moulding, one owner, 20,000 careful miles, maintenance carried out by makers, a really exceptional car, £765; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [4769

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN distributors for the County of London

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6

E.F.S. MOTORS, Ltd.

CITROEN distributors for Kingston area.

REQUIRE low mileage post-war Citroens.

KINGSTON By-Pass, Esher. Emberbrook 3000. [0505

ACE SERVICE STATION (LONDON), Ltd.,

PURCHASE for cash all Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

CASH immediately for good Citroen.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5290

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. [4865

JOHN S. TRUSCOTT, Ltd., urgently required first-class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [4793

Citroen Spares and Service

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Truble.

IDDESLEIGH GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. [3671

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co. Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

DAIMLER

CAR MART, Ltd.

1940 Daimler 4½-litre 7-seater limousine by Hooper; maintained by manufacturers; £1,250.

1939 Daimler 24hp 7-seater limousine by Windover, 21,000 miles; £1,195.

CAR MART, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [4878

DAIMLER

DICKS CAR SALES offer:—

1939 Daimler 2½-litre sports saloon, positively as new; £625.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4184

TOM GARNER, Ltd., offer:—

1948 Daimler foursome drop head coupe, grey with red leather, radiomobile, heater and many extras, 2,500 miles only.

1947 Daimler 2½-litre saloon, blue with blue leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4757

GLANFIELD LAWRENCE offer:—

1938 Daimler 17hp saloon, black with brown leather upholstery, perfect mechanical condition, whole car beautifully maintained; £550.—407, High Rd., N.12. Finchley 0091. [3473

WARWICK WRIGHT, Ltd., offer:—

1948 Daimler 2½-litre saloon, grey, blue leather, 19,000 miles; £1,495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5035

STRATSTONE, Ltd., Daimler Specialists.

DAIMLER 2½-litre coupe (1949); black with brown leather; under 2,000 miles; £1,975.

DAIMLER 2½-litre saloon (1947); black with brown leather; 11,000 miles; immaculate; £1,325.

DAIMLER 2½-litre saloon (1946); maroon with red leather; performance and appearance equal to new; £1,125.

DAIMLER 15 saloon (1937); black with blue leather, reconditioned; most attractive appearance; £425.

ALSO available: A selection of seven-passenger limousines from £495; full particulars on request.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404); Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [4743

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Daimler limousine by Windover, 10,000 miles, one owner; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9284

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1948 (October) 2½-litre Daimler Barker drop head coupe, 4,000 miles only.—47, Sloane St., S.W.1. Tel. Sloane 0288. [9729

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout.

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [4896

1937-38 Daimler 17 saloon, easy clean wheels, condition perfect; £415.—Cranmore, Tel. 2040 Potters Bar. [4822

1939 Daimler saloon, perfect, guaranteed; £500; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5162

1939 E.L.24 Daimler limousine, privately owned, absolutely indistinguishable from new.—J. B. Tanebourne, 30, Wilton Row, S.W.1. Sloane 4665. [5242

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars. Consult us when buying or selling. All spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [5765

195 gns.—Daimler 15 1935 de luxe 4-door saloon, black, sliding head, blue leather, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Daimler 15 1936 de luxe 4-door saloon, black, sliding head, maroon leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5119

£145.—Daimler 25hp limousine, F.F. occasionals, discs, good tyres, nice condition, modern appearance. Titmuss, 81, Clapham Rd., S.W.9. Reliance 1647. [3129

TWO Daimler 24hp limousines, guaranteed to be in good running order, sound bodies, very suitable for hire cars, any trial or examination, maintained by own engineer.

J. G. WILSON, Ltd., 62, Bridge St., St. Helens. Tel. 2123. [4911

1935-36 Daimler 15, demonstration model de luxe, good running order, excellent condition, insured, preselector, only one owner-driver; £250 or best offer.—Freeman, Penarth. [4622

£125.—1930 35hp 7-passenger Daimler limousine, beautiful condition; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4899

EXCEPTIONAL condition!!—1937 Daimler 17hp saloon, stored since 1945 and unused since, £150 overhaul in our works, with eleven months petrol; £445.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4856

DAIMLER 1939 model Straight 8 Hooper 7-passenger limousine with division and forward facing seats, dark blue/grey cloth, Ace discs, mileage under 20,000, expert examination welcomed; offers are invited for this first class car.

ROSSLEIGH, Ltd., 32, Shandwick Place, Edinburgh, 2. Tel. 24043-6. [4965

DAIMLER Straight 8 face-forward 7-seater, Hooper body, colour black, leather throughout, immaculate; £650; H.P. terms.—Williams Car Sales, Trent House, Bramley Rd., Southgate, N.14. Tel. Barnet 7361-2. Evenings, Enterprise 2908. [5333

£600, under list.—1948 2½-litre Daimler saloon, 9,000 miles, green leather upholstery, extremely attractive appearance, one fastidious owner; £1,395; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate. Maryland 2534. [5185

LIMOUSINE 1939/E.L. 24hp, partition, black, bench forward occasionals, leather throughout, exceptional condition. £890.

LIMOUSINE 1939/8-cyl-32hp Barker, partition, 7-forward, black, delightful condition, genuine 14,000, exceptional. Seen:— Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [4960

Daimler Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

LADY requires 7-seater limousine, in immaculate condition, 1937-40, no dealers.—Box 1494. [5051

REQUIRED Daimler limousines.—J. B. Tanebourne, 30, Wilton Row, S.W.1. Sloane 4665. [2569

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

LIMOUSINE Modern 24hp-32hp required. Details please:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5381

Daimler Spares and Service

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares, unit, gaskets, etc., for the Daimler sleeve valve series.—Aliens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

DELAGE

!!! 995gns; 1939 Delage D6 foursome Sedanca.

SELBORNE (MAYFAIR), Ltd., 82, Park St., W.1. [5888

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd.

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office 82, Park St., W.1. [2406

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD office Regional House, 82 Park St., W.1. [2407

D.K.W.

ONE 1937 and another 1938 D.K.W. cabriolet, both in very good order indeed.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

1938 D.K.W. foursome cabriolet, exceptionally good condition; £205; terms, exchanges.—Norman Autos, 352, London Road, West Croydon, Thornton Heath 4657.

DODGE

1948 Dodge 4-door saloon, radio and heater, L.H. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4946

LIMOUSINE 1939/26hp Double Enclosed, forward occasionals, black, private, immaculate. £895. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [4981

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

RAYMOND WAY, the hire purchase specialists!

199 gns!—1937 Fiat 500 cabriolet in really marvellous condition; also a 1937 model with fitted reconditioned engine.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days). [3572

FOX & NICHOLL, Ltd., have several 500 models, 2- and 4-seater, 1939 and 1938, for sale, some completely reconditioned, at reasonable prices.—Kingston By-pass Rd. Derwent 1122. [0242

MAYFAIR GARAGES, Ltd.—1940 model 500 4-seater convertible saloon, 2-tone brown, beige hide upholstery, almost new tyres, nominal mileage, carefully used, excellent condition throughout, 3 months' guarantee mechanically; 325gns.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 de luxe convertible coupe, grey, almost new tyres, good condition, 3 months' guarantee mechanically; 295gns.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, eggshell blue, good tyres, new hood Frame, carefully maintained, very smart car, with 3 months' guarantee mechanically; 295gns.—Below.

MAYFAIR GARAGES, Ltd.—October, 1938, 500 convertible coupe, black, blue leather, good tyres, excellent condition throughout, 3 months' guarantee mechanically; 255gns.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 de luxe convertible coupe, black, red leather, good tyres, 3 months' guarantee mechanically; 165gns.—Below.

MAYFAIR GARAGES, Ltd.—Send for list, particulars of hire purchase and "Autocar" road test report; choice of 12 Fiat 500s.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [4868

1938 Fiat 1100 (508C) 2-seater coupe, 500 type body, metallic grey, another, similar blue coupe with H.C. pistons, 4.3 axle; spares include two engines, H.C. piston, Mille Miglia manifold, special manifold with twin S.U.s, dynamos, distributors, front suspension, differential unit, half-shaft, hubs and races, steering box, track rods, shock absorbers, hydraulic brake gear, drums, wheels, unused tyres, etc.; £750.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. Potter St. 121. [2597

FIAT

295 gns.—Fiat 1939 1100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5120

1939 Fiat 500 4-seater cabriolet, mistletoe green, beige leather, reconditioned by us, new S.U. caburettor, good tyres; £295; bumper and wheel cover, £10 extra. Another, perfect specimen, duo blue, S.U. carburettor, Delco-Remy distributor, chromium head lamps; £315.

1940 Fiat 1500 drop head coupe, celluloid silver, winner coachwork competition Bournemouth, 1949, approx. 20,000 miles only, perfect throughout; £650.

DERRINGTON'S, the leading Fiat specialist, 159, London Rd., Kingston-on-Thames. Tel. 5621. [4545

Fiat Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5279

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [3280

FORD (8 h.p.)

CAR MART, Ltd.

1948 (Nov.) Ford 8hp Anglia saloon, 5,000 miles; £585.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4879

BROWNS for Fords.

1946 (Nov.) Ford 8hp Anglia saloon, excellent condition; 360gns.; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5104

J. CORYTON, Ltd.

1947 Ford Anglia black saloon, one private owner, licensed, 12,365 miles recorded, mechanically guaranteed.—139-143, Fulham Road, S.W.3. Ken. 1410. [3040

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

LAYTONS OF OXFORD offer:

£415.—1946 Ford 8hp saloon, choice of two.

LAYTONS, New Rd., Oxford. Tel. 3381. [4674

H. A. SAUNDERS, Ltd., offer:—

1948 Ford 8 Anglia saloon, 6,300 miles; £495.

1948-9 Ford 8 Anglia saloon, 7,000 miles; £525.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5435

CARMO (1929), Ltd., Ford Anglia.

CARMO.—Factory rebuilt engine and

CARMO.—new tyres just fitted.

CARMO.—Interior and general condition as new.

CARMO.—Bargain, £349.

CARMO.—St. John's Wood Roundabout. Pri. 0141. [4820

PALMERS MOTORS, Ltd., offer:—

1947 Ford Anglia, immaculate, many extras, £450; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [4245

WEMBLEY COURT MOTORS offer:—

1948 Ford 8 saloon, just out of covenant, fawn, one owner; £495.—High Rd., Wembley. Arnold 5221-2. [1887

RAYMOND WAY, the hire purchase specialists!

229 gns!—1939 Ford 8 de luxe saloon, immaculate condition.

15 other Ford 8s from 99gns.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days). [3575

DAGENHAM MOTORS, Ltd., Ford main dealers.

LARGE selection of 1946-1948 (49 type) Ford 8hp Anglia saloons.—56, Park Lane, W.1 (Regent 4866); 374, Ealing Rd., Alperton, Middx (Perivale 3388); and 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [4893

1948 Ford 8hp Anglia saloon, leather, one owner; £495.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5242

1939 Ford 8 saloon, new engine, battery; must sell; £199.—Lydd-on-Sea 276. [5406

1949 (January) Ford Anglia saloon, 5,200 miles; £525.—115, Bilton Rd., Rugby. Tel. 3921. [4701

FORD (8 h.p.)

1937 Ford 8 2-door saloon, excellent condition, new tyres, 40 mpg, petrol; £170.—Tel. Sloane 8569. [4291

1947 October Ford 8, black, 8,300 miles, excellent condition; £430.—8, Peel Drive, Aerodrome Rd., Hendon. [5079

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4462

1948 (Nov.) Anglia '49 model, green, new condition, 5,000 miles; £495 or better offer.—25, Long St., Bulkington, Nuneaton. [4661

1937 Ford 8hp saloon, leather upholstery, sliding roof; £175.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [4450

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1947 (model) Ford 8, black, 7,000 miles, one owner; £450 or offer; exchanges.—Banstead Road Garage, Ltd., Carshalton, Surrey. Vigilant 3341. [5150

HILLWOOD MOTORS.—1949 Ford Anglia, black, green upholstery, 9,000 miles only; £550.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [5370

1948 (May) Ford Anglia saloon, black, guaranteed 16,000 miles, perfect; £450.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4593

1939 Ford 8hp saloon, new engine, 1949 rad. grille, mechanically sound; £245; terms or exchange.—R. F. Winter, 18, The Woodlands, Beulah Hill, S.E.19. Livingstone 2873. [5196

155 gns.—Ford 8 saloon 1937, smart, really excellent condition, choice of two, any trial; also 1934 at £115.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [3149

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

POST-WAR Ford 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0845

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0586

SLOCOMBES urgently need all types of Ford 8 cars: good price for good article.—269-271, Neasden Lane, N.W.10. Gladstone 2088. [7645

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5134

FORD (10 h.p.)

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 10hp Ford Prefect saloon, black with red leather upholstery, under 10,000 miles, in immaculate condition; £625.

1947 Ford 10hp Prefect saloon, black with red leather upholstery, 14,000 miles, in excellent condition; £550.

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2425

TOM GARNER, Ltd., offer:—

1948 Ford Prefect saloon, black with grey cloth, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4758

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

DAGENHAM MOTORS, Ltd., Ford main dealers.

LARGE selection of 1946-1948 Ford 10hp Prefect saloons.—56, Park Lane, W.1 (Regent 4866); 374, Ealing Rd., Alperton, Middx (Perivale 3388); and 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [4894

£315.—1939 Ford 10 Prefect 4-door saloon, excellent runner, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5382

DROP-HEAD foursome coupe Ford 10 Prefect, finished black, superbly maintained, replacement engine; £345.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [4677

1939 Ford 10hp Prefect saloon, 4 doors, with leather, recellulosed and in first-class order throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4464

1939 Ford Prefect 2-door, cloth upholstery; £275.—Abingdon Arms Garage, High Street, Thame, Oxon. [4719

FORD Prefect 1948, 12,000 miles, excellent condition; £575.—Pantiles Service Garage, London Rd., Burnham, Guildford 5326. [4654

1948 Ford Prefect saloon, 160 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4948

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

1948 Ford Prefect one owner, immaculate, low mileage; £585; terms exchanges.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3280, 3769. [5189

1900 miles.—December, 1948, Ford Prefect, one owner, indistinguishable from new.—J. Davy, 9, Logan Place, Earls Court Rd. Western 6495. [5366

FORD (10 h.p.)

295 gns.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [4391

1948 (Nov. 1947) Ford 10 Prefect saloon, colour black with red leather upholstery, taxed December 31st, one owner, mileage 5,850.—A. L. MacVitie, Malvern. Tel. 300. [4570

1947 (July) Ford 10 Prefect saloon, one owner, small mileage, like new; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4297

295 gns.—Ford 10 June, 1938, chassis, fitted with utility body, folding rear seats, glass all round, drop tail-board, very good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford 10 June, 1938, chassis, fitted with utility body, folding rear seats, glass all round, drop tail-board, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5137

145 gns.—Ford 10 1936 4-door saloon, grey, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5140

1947 (March) Ford Prefect black 4-door, real leather, low mileage equal new, £535; another, £510.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [5249

CHOICE of two Ford 10 Prefect saloons, one December, 1948, as brand new, one 1947, black, one owner, as new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5203

1948 (Sept.) Ford Prefect saloon, black, brown leather, 5,000 miles, condition almost new, £585; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [4788

1948 (October) Ford 10 Prefect saloon, colour black with brown leather upholstery, mileage 8,255, taxed December 31st, one owner, a selected "R. & M." car.—A. L. MacVitie, Malvern. Tel. 300. [4571

£265 cash or £85 deposit.—1939 Ford 10 Prefect saloon, black with blue leather upholstery, good condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors Ltd., Dudden Hill Lane, Neasden, Gladstone 8506-6. [9268

£325.—1940 Ford Prefect de luxe saloon leather, unmarked, one owner since new stored war equal to 1947; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4900

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

1939-48 Ford Prefect 4-door saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232. [5151

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5680

FORD (V.8)

WARWICK WRIGHT, Ltd., offer:—

1948 Ford V.8 Pilot saloon, suede green, beige leather, 5,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5036

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 American Ford Customs 8 saloon, grey, immaculate condition.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4658. [3146

£350.—1939 Ford V.8 91a 30hp saloon de luxe, hide interior, clean condition, unworn tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5386

FORD V.8 saloon, 22hp, 1937-38, superb condition, immaculate modern appearance; £215; terms, exchange.—Primrose 2647. [5253

1937—38 Ford V.8 30hp, original paint, new tyres, excellent condition, £250.—The White Swan, Bottisham, Cambs. Tel. 259. [5239

1948 (Dec.) Ford Pilot, blue, leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [4492

LATE 1948 Ford Pilot saloon, 7,000, black leather, fitted radio, heater, etc.; £950; guaranteed.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [5252

265 gns.—Ford V.8 1938, reg. Oct., 1942, 22hp 4-door saloon, black, brown leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Ford V.8 1937 22hp 4-door saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5121

1949 American New Look V.8 Ford saloon, heater, etc., 2,000 miles, indistinguishable from new; £2,175.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3577, 6970. [4206

1948 (Dec.) Ford Pilot saloon, blue, leather upholstery, radio, heaters, etc., specimen condition throughout, £925; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [4792

Ford V.8 Cars Wanted

WANTED good foursome drophead, distance no object.—11, Apsley Rd., Bristol, 8. [4559

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently required first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [4796

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0154

UTILITY—FORD OR OTHER BODIES

DICKS CAR SALES offer:—

1948 Ford 8hp utility, positively as new; £399.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4191

UTILITY—FORD OR OTHER BODIES

CYRIL SHEPPERD offers:—

1947 Ford 10 Utilecon, Martin Walter, 16,000 miles, excellent condition, taxed; £515.—Riseley, Berks. Tel. Reading 83147. [5380

FORD Mercury Utility, registered 1946, excellent condition; £475.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5241

1946 Fordson 5cwt chassis, mounted with utility bodywork and in recommended condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4463

£495—1949 reg. Ford V.8 30hp Utility, originally 1946 Lincoln chassis, now fitted with new engine, gear box, wheels, etc., £200 spent, vehicle as new; terms, exchanges.—Great Western Motors, 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4387

Ford Utility Cars Wanted

FORD 8 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers

ALWAYS open.

SELECTION from our stock. Write for full list

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10 Gladstone 6474. [3209

£80—Ford 14.9 1933 coupe with dickey, fitted with reconditioned 22.4hp engine, 22mpg, full petrol, new tyres.—Tel. between 5 & 9 Langham 7014. [4625

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

C

M

THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

MARSTON MOTOR Co., Ltd., for your Ford.—Tel Sta. 8000 Seven Sisters Rd. Tottenham N.15

WANTED.—1946-9 Ford 8hp and 10hp saloons.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5 [0101

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2439

ENGLAND'S best buyers of low-mileage Ford cars.—Brady's Motors, 137, London Rd., Romford, and High Rd., Chadwell Heath, Romford 2432 and Seven Kings 8857. [2631

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a long car life.—Bring your car to 405-9, King St., W.6. Riv. 3665. [0231

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines).

FORD spares for all models. [0314

DAGENHAM MOTORS, Ltd., 8, Balderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley. Perivale 3388. And 8, Sangley Rd., Catford, S.E.6. Hither Green 4821. [0169

FOR Ford mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. [0383

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.,

MANUFACTURERS of Frazer Nash cars (Le Mans Replica, Fast Roadster, foursome cabriolet and Mille Miglia models).

JOINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

USED Frazer Nash-B.M.W. models available at the moment include:—

1940 type 335 3½-litre 1.h.d. 4-door saloon, recellulosed black, reupholstered brown leather; price £1,295.

1939 type 321 4-seater cabriolet, colour blue, recellulosed, new hood; £725

1937 model type 45 (15.7hp) 2/4-seater convertible coupé by Reutter, reconditioned engine, new hood, recellulosed, colour black; price £305.

1935 type 40 (12.5hp) saloon, colour maroon, very good condition throughout; price £300.

FULL particulars of above cars and descriptive literature sent on request.

SPARE parts for all Frazer Nash-B.M.W. cars available to our owners

WE are always open to purchase Frazer Nash-B.M.W. models.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3256

FRAZER NASH-B.M.W.

ANTHONY CROOK offers:—

FRAZER NASH-B.M.W. type 328, Grand Prix two-seater, definitely the last of this famous car made, built in 1946 from all new parts and hardly used, fitted lighter than standard bodywork, quite immaculate; one of the best sports cars in the country and in genuine original condition; if constructed to-day this car would bear heavy purchase tax, here is a bargain therefore because the highest genuine offer received during the next few days will be accepted, and the owner will have a car capable of outstanding performance in any sports car event and years of trouble-free and rapid road motoring.

FRAZER NASH-B.M.W. type 328, two others in stock, one completely rebuilt and super tuned, another offered in good condition; at only £675.

FRAZER NASH-B.M.W. type 326, four-door saloon, another very genuine B.M.W., fitted reconditioned engine, chassis overhauled, fitted Bristol rear shock absorbers, recellulosed, reupholstered, etc., looks and performs as new, ideal family car, being roomy, speedy, safe and very economical; what offers?

FRAZER NASH-B.M.W. type 55, three carburettor drop-head coupe four-seater, large luggage boot, new hood, just checked over by us and fitted new rear shock absorbers; £365.

FRAZER NASH-B.M.W. type 327/80, drop-head coupe, very genuine low mileage car, extensively overhauled and well maintained, 1939 car, excellent opportunity; at only £950.

VERITAS, two-seater super sports, B.M.W. based engine, streamlined bodywork, suitable for road use, sports car racing or formula B, maximum speed 130 m.p.h., third gear 105 m.p.h., standing quarter mile under 15 seconds; offered at a fraction of current price and can be tried by appointment.

HIRE purchase can be readily arranged on all cars, reconditioned engines and other units available from stock.

SOLE distributors in Surrey for Bristol cars.

ANTHONY CROOK MOTORS, Ltd., Town End, Caterham Hill, Surrey. Tel. 466. [4929

TYPE 327 Frazer Nash-B.M.W. cabriolet, exceptional condition; £795.—Peskett, Square, Angmering, Sx. Tel. day-time, Rustington 189. [4704

1936 type 55, 3-carburettor fitted full 4-seater drophead Cabriolet by B.M.W., faultless, all details, £395.—6, Malvern Rd., Surbiton, Surrey, Elmbridge 8665. [4709

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [7507

1937 Frazer Nash-B.M.W., type 329, 4-seater cabriolet, one owner, very good condition throughout; £395.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Tel. Ilford 3151. [5205

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

GRAHAM

£195—1937 Graham 21hp de luxe saloon practically unmarked, leather upholstery, 24 mpg; terms, exchanges.—Great Western Motors, 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4386

HEALEY

H.W. MOTORS, Ltd

SUPERB Healey Roadster coupé, streamlined 2/3-seater, finished in silver grey, trimmed in blue leather with grey mohair folding head, this is one of three cars designed and built to a light specification and which are unique, opportunity to own an individual, practical and outstandingly attractive modern car with a performance ranging from country lane pottering to 100 plus Continental motor road travel; offered at £1,650.

WE can offer four/five weeks delivery of standard model roadster finished and trimmed to purchaser's choice.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [4797

TIMMS MOTORS offer:—

1948 2½-litre Healey sports two-seater, special body, 2,000 miles only; £1,050.—Timms Motors, Colinette Rd., Putney, S.W.15. Tel. Put. 8667. [5177

JACK OLDING, of Mayfair, offer:—

HEALEY 2.4-litre Roadster, finished in 2 shades of metallic grey with red leather upholstery, first registered November, 1947; £1,250.

AUDLEY House, North Audley St. Mayfair 5242-3-4. [5007

ACLAND & TABOR, Ltd., offer:—

1947 Healey Special streamlined 4-seater 2-dr. saloon, Farina style body, 9,000 miles only; £1,375.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4913

1949 (Sept.) Healey 2.4-litre saloon, by Elliott, finished in green with green leather, 3,800 miles only, fitted Radiomobile, subject to B.M.T.A. covenant.—Apply

BOSHIER & PATTENDEN, Ltd., Chapel Field Road Garage. Tel. Norwich 22677.

ROSE & YOUNG, Ltd., offer Healey 2-seater unregistered, exceptional condition, barrain; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5070

Healey Cars Wanted

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors, have new and used cars in stock, and are always interested to have details of any Healey cars for disposal.—Mayfair 8351-6. [0261

HILLMAN 10

CAR MART, Ltd.

1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £835.

1948 Hillman Minx Phase II saloon, 2,000 miles; £825.

1947 Hillman Minx saloon, radio, 11,000 miles; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4880

1947 Hillman Minx saloon grey, low mileage; £555.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3816

HILLMAN 10

KING'S AUTOS.

1939 Hillman Minx 10hp 4-door de luxe sun saloon, resprayed maroon and overhauled; £295. 10 other Hillmans in stock.

ENGLAND'S easiest hire-purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3536-7. [4202

DICKS CAR SALES offer:—

1947 (registered) Hillman Minx saloon, genuine bargain, £10 tax; £415.

1946 Hillman Minx drop head foursome coupe, low mileage, immaculate order; £550.

1938 Hillman Minx saloon, just reconditioned; choice of 2, £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6868-9. [4188

WIMBUSH for Hillmans:—

1947 (Aug.) Hillman Minx saloon, Mediterranean blue, quite immaculate, one owner; £575.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401 [4812

TOM GARNER, Ltd., offer:—

1948 Hillman Minx drop head coupe, black with brown leather, 1,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4759

B. N. WHITE-SPUNNER, Ltd.

1948 Hillman Minx saloon Phase II, smoke grey; £660.

1948 Hillman Minx Phase II drop head coupe, black, 10,000 miles; £735.

1947 (September) Hillman Minx saloon, blue, 10,000 miles; £630.

B. N. WHITE-SPUNNER, Ltd., Rootes Group Main Dealers, London Rd., Isleworth. Tel. Hounslow 2552 and 2554. [4668

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; £735.

1947 Hillman Minx drop head coupe, 12,000 miles; £615.

1947 Hillman Minx saloon, grey; £615.

1946 Hillman Minx saloon, black; £545.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5439

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman Minx 10hp saloon, grey, blue cloth, 5,000 miles; £745.

1948 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 5,000 miles; £925.

1948 Hillman Minx 10hp saloon, black, brown cloth, 6,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [5037

ACLAND & TABOR, Ltd., offer:—

1947 Hillman Minx saloon, 11,000 miles, smoke grey; £585.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4917

HAROLD RADFORD & Co., Ltd.,

1948 (August) Hillman Minx Phase II saloon, grey, blue upholstery, 11,000 miles, one owner, in excellent condition throughout.

1948 (November) Hillman Minx Phase II saloon foursome, drop head coupe, black, brown leather upholstery, 5,600 miles, as new throughout.

1948 (May) Hillman Minx Phase II saloon, black, brown leather upholstery, 5,600 miles, as new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4527

PHILIP RICKARDS, Limited offer:—

1948 Hillman Minx saloon, grey/blue, 8,000 miles; perfect.—4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. [4781

WEMBLEY COURT MOTORS offer:—

1948 Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arnold 5221-2. [9266

WADDINGTON MOTORS, Ltd., offer:—

1946 Hillman Minx saloon, excellent condition throughout; £540.—Fortune Green Rd., N.W.6. Ham. 2211. [1619

1947 Hillman Minx saloon, beige, with red upholstery; £585.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3819

1947 Hillman Minx saloon, immaculate, original condition; £525.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [4908

1947 Hillman Minx saloon, grey, excellent condition throughout; £550.

KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [4817

1948 Hillman Mark II saloon, grey, in exceptionally good condition; £635.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3817

GORDON CARS (LONDON), Ltd.—1948 Hillman 10hp saloon, green, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Hillman 10hp saloon, black, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4337

1937 Hillman Minx saloon, one owner, in new condition throughout; £189.

J. WILLIAMS MOTORS, 169, Priory Rd., Hornsey. Mountview 5228-5774. [5171

1948 Hillman 10hp saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4949

HILLMAN Minx 1947 saloon, mileage approx. 12,000, one owner, excellent condition; seen Kensington; offers.—Tel. Western 7855. [4919

HILLMAN 10

1948 Hillman Minx coupe, one owner, mileage 6,000, as new in every respect; £750. APPLY The Reliance Garage (Norwich), Ltd., Heigham St., Norwich. Tel. Norwich 20568/7. [2234

1936 Hillman Minx, engine as new, never been used; offers.—164, Humber Rd., Coventry. [5304

1939 Hillman Minx saloon, blue, recent overhaul, and in recommended condition throughout. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4465

1948 Hillman Minx Phase II saloon, radio, Oil-coil, Pram, excellent condition throughout; £635.—Below.

1949 (December, 1948) Hillman Minx Phase III saloon, black, H.M.V. radio, as new throughout.—H. C. Paul, Ltd., 32, Bruton Place, London, W.1. Mayfair 0821-2. [4496

1939 Hillman Minx saloon de luxe, excellent car in every respect; £255.—Walton-on-Thames Motor Co., Ltd. Walton 200. [4657

£170—Minx 1935 de luxe saloon, new recond. engine, good running order; owner going abroad; write.—Dent, Edenbridge, Kent. [5419

HILLMAN 10 1948, black, 11,000 miles, faultless condition, fitted radio; £765.—Pantiles Service Garage, London Rd., Burpham. Guildford 5326. [4652

1948 Hillman Minx d.h. coupe, black, brown leather upholstery, off covenant Dec. 1st; £705, or offer for quick sale.—Noble, Elmbridge 3162. [4624

1948 Hillman phase II saloon, steering wheel gear, new in all respects; £725.—Hendon Central Car Sales, Ltd., Watford Way, N.W.4. Hendon 1423-4. [5213

1946 Hillman Minx saloon, black, one owner, outstanding condition; £535.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [5345

1949 model Mark III Hillman Minx saloon, pastel green, excellent condition, 6,000 miles, extras include built-in radio, heater, clock.—C. E. Free, 64, Leeds Rd., Harrogate. [4634

1948 Hillman Minx saloon, 8,000 miles only, grey, with blue interior, in new condition throughout; £700.—The Warren Motor Co., 353, Euston Rd., N.W.1. Euston 7751. [5029

1947 (March) Hillman Minx drophead coupe, one registered owner, colour black with brown leather upholstery, genuine mileage 9,650, taxed December 31st.—A. L. MacVitie, Malvern. Tel. 300. [4569

1947 model Hillman Minx de luxe saloon, first registered October 1946, colour black with brown upholstery, one only registered owner, genuine mileage 18,000. Ace discs.—A. L. MacVitie, Malvern. Tel. 300. [4574

595 gns.—Hillman Minx Nov., 1947, 10hp estate car, grey, makers' standard 4-door 5-seater body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Hillman Minx Nov., 1947, 10hp estate car, grey, makers' standard 4-door 5-seater body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

575 gns.—Hillman Minx Dec., 1946, 10hp foursome drop head coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Hillman Minx 1939 model 10hp de luxe 4-door saloon, sliding head, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5122

1946 (May) Hillman Minx saloon, black with brown leather, showroom condition, 489gns.; also 1947 (September) Hillman Minx saloon, chromium discs, beautiful condition, 529gns.—Holgate, 4, Bankside, Ferry Rd., Teddington. Kingston 7136. [5186

£325—Hillman 10 1939 4-door saloon, leather interior, sliding roof, in exceptional condition throughout; choice 2; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [5426

TANKARD & SMITH, Ltd., offer 1939 Hillman Minx saloon, in grey with black wings and brown upholstery, a very clean car in first-class mechanical condition, fitted radio, £325; also 1938 model, in green with leather to match, mechanical condition above average, £295; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4901-2-3. [4694

HILLMAN 14

1939 Hillman 14, beautiful appearance, mechanically perfect; £360.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [4056

£345—1938 Hillman 14 de luxe saloon, bodywork excellent, interior leather first-class, mechanically 100%, large roomy 5-seater, ideal for hire or towing caravan; 3 months' guarantee.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144. [5165

HILLMAN MISCELLANEOUS

RAYMOND WAY, the hire purchase specialists!

299 gns.—1939 Hillman Minx 4-door de luxe sun saloon, super car in every way.

279 gns.—1938 Hillman Minx 4-door de luxe saloon, immaculate condition.

199 gns.—1935 Hillman 20 7-seater limousine, face forward seats, etc.

169 gns.—1938 Hillman Minx saloon.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days). [5574

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column Advert. No. 5336. [5341

HILLMAN 21hp 7-seater limousine, f.f. occasionals, winding division, new tyres, leather throughout, mech. perfect, immaculate inside and out.—Tel. Esher 3065. [5072

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4901-3.

HILLMAN MISCELLANEOUS

7-PASSENGER 1937/21hp black Saloon, leather, privately owned, immaculate. £465. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4982

Hillman Cars Wanted

RS

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941

CM

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

RD

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 0677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

RR Tel. Grosvenor 3401. [0106

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0013. [5287

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

7-SEATERS private Limousines required, cash waiting. 7 Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5376

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2. [0086

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5128

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a long car life.—Bring your car to 405-9, King St., W.6. Riv. 3865. [0230

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0564

FOR Hillman 1936/46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0367

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

S. G. SMITH MOTORS, Ltd., for Hillman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8051

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6894

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Hotchkiss grand sports coupe, silver and red, recently completely overhauled.—Portsmouth Rd., Guildford. Tel. 62907. [4324

£100—3-litre four-seater coupe, excellent order, once rebored.—Tel. Hounslow 2785. [5310

1935 Hotchkiss sports saloon, just overhauled; £250—33a, Adam & Eve Mews, High St., Kensington. [5061

1936 (first reg. 10.2.36), 3½-litre Hotchkiss, fitted with most magnificent continental four-door sports saloon body; a very fine car in immaculate condition throughout; £695.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6231 (5 lines). [4752

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties offer:—

NEW and used H.R.G. cars available for immediate delivery.

1947 (September) H.R.G. 1,500cc 2-seater, special body by the Mayfair Carriage Company, black, red upholstery, 8,800 miles, 1948 modifications in first-class condition throughout.

1947 (May) H.R.G. 1,500cc Aerodynamic, 2-seater with 1948 modifications, green, 16,000 miles, passed out of manufacturers' works and unused since.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4524

H.R.G.

GORDON CARS (LONDON), Ltd.—1948 H.R.G. 1½-litre sports roadster, green, 14,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [4842

LATE 1947, H.R.G. sports 2-seater, one owner, 7,000 miles, exceptionally fast and attractive, superb condition, special equipment, immediate sale or exchange fast car (Allard etc.).—Primrose 2647. 10, Winchester Mews, N.W.3. [5176

695 gns. H.R.G. (June, 1946) 1,100cc sports 2-seater, British racing green, green leather, one careful owner, run 5,490 miles only, practically brand new condition, cost over £1,000; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5123

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Hudson saloon, small mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858. [3147

1936 Hudson 26hp open 4-seater, resprayed; £195 or offer.—Abingdon Arms Garage, High Street, Thame, Oxon. [4720

SEPTEMBER 1937 Hudson Terraplane 16.9hp saloon with sliding roof, reconditioned engine fitted 1948, also new carburettor and reconditioned starter motor and generator, tyres as new, seen and tried at any time.—A. J. Treadwell, 14, Allen Rd., N.16. [4646

1938 model Hudson Terraplane 17hp saloon, black, sun roof, one private owner since new, genuine mileage 37,900, immaculate throughout, new set of tyres, battery; £435.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [5248

£250—Hudson 22 1936 4-door saloon, in really excellent original condition, leather interior, sliding roof; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [5425

Hudson Cars Wanted

WANTED good foursome drophead, distance no object.—11, Apsley Rd., Bristol, 8. [4558

CASH immediately for good Hudson.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5280

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, 75-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1948 Humber Snipe 18 saloon, 6,000 miles; £1,175.

1939 Humber Pullman limousine 34,000 miles; £925.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 3434. [4881

OVERSEAS CARS, Ltd.

1947 Humber Hawk saloon, black; £750.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5233

TOM GARNER, Ltd., offer:—

1948 Humber Hawk saloon, steel grey with grey upholstery, fitted radio, discs, loose covers, fog lamp, etc., 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4760

CHARLES FOLLETT, Ltd., offer:—

1948 Humber 7-passenger limousine by H. J. Mulliner, black, beige hide to front, cloth to rear, electric division, 8,000 miles, superb order, one owner; £2,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [4925

WIMBUSH for good Humbers:—

1948 (July) Humber Hawk saloon, black, quite immaculate, £995; also similar 1947 (Mar.), £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [4811

HAROLD RADFORD & Co., Ltd.,

1947 (January) Humber Super Snipe saloon, black, brown leather upholstery, speedometer reading 20,000, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4529

JACK OLDING, of Mayfair, offer:—

HUMBER Super Snipe saloon, finished in black with brown leather and cloth upholstery, first registered November, 1947; £995.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [5009

WARWICK WRIGHT, Ltd., offer:—

1948 Humber Hawk 14hp saloon, granite grey, grey cloth, 6,000 miles; £1,145.

1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 8,000 miles; £1,145.

1948 Humber Pullman 27hp limousine, black, leather and cloth, 4,000 miles; £1,895.

1948 Humber Super Snipe Mark II 27hp (current model) saloon, gunmetal grey, grey cloth, 6,000 miles; £1,595.

1948 Humber Hawk 14hp saloon, pastel green, fawn cloth, 8,000 miles; £1,145.

1948 Humber Snipe 18hp saloon, granite grey, grey cloth, 8,000 miles; £1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5039

HUMBER

WEMBLEY COURT MOTORS offer:—

1946 (September) Humber Snipe 18hp saloon, black, one owner, condition as new throughout, any trial; £799.

1947 Humber Hawk 14hp saloon, gunmetal, indistinguishable from new, one owner; £875.—High Rd., Wembley. Arnold 5221-2. [4278

1947 Humber saloon 18hp black, low mileage; £875.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3820

1948 model, Humber Hawk, black, one owner, as new; £950.

KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [4818

1939 Humber 21 Snipe saloon, black, in recommended condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4466

CAMPBELL SYMONDS, Wembley 6262, offer the following three Humber Super Snipes:—

1947 (August) Pullman Limousine, 10,000 miles, as brand new throughout; £1,750, or near offer.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 Sedanca de ville 6-seater, leather front, cloth rear, with division, laid-up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout; bargain, £795. [4489

1948 Humber Pullman limousine by Thrupp & Maberly, current model, radio; £1,825.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5243

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, grey, 15,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, black, 7,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1947 Super Snipe saloon, black, 19,000 miles, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4838

530 miles (five hundred and thirty).—Humber Hawk, 1948, steel grey with grey upholstery; £1,195.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [2026

1934 Humber 12 saloon, would swap for open car of similar type.—Corbett, Fairwinds, Kingswear, Devon. [4617

145 gns.—Humber 12 1936 de luxe 4-door saloon, dark blue, sliding head, blue leather; terms, exchanges.—Rowland Smith, below.

895 gns.—Humber Super Snipe 1947 4-door saloon, black, sliding head, brown leather and cloth, one careful owner, small mileage, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5124

1948 (registered) Humber 27hp chassis fitted with wooden utility body, excellent appearance and mechanical condition, £10 tax; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5154

HUMBER Hawk saloon, 1946, in most perfect condition: £875.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [4729

1948 Humber Pullman 7-seater limousine, black, one owner; £1,675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5206

REGISTERED 1947, Humber Super Snipe, perfect condition, 6-seater; £525.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.11. Speedwell 0071-2. [5214

1939 Humber 16 saloon, excellent condition, late property of doctor; £345; terms, exchanges.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3280, 3769. [5190

1948 (April) Humber Hawk in grey, one owner, 7,000 miles, as new; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4596

1939 Humber Super Snipe saloon, in superb condition throughout and genuinely comparable with a 1948 car; £385.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [4798

R. S. MEAD offers Humber Hawk, first registered Jan. 1, '49, one owner, small mileage, grey, immaculate condition; £1,025.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [4999

£55 deposit or £185 cash, 1937 Humber 12 saloon, good condition throughout, sturdy reliable car; open 9-7 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1362

PEARSON'S OF LIVERPOOL offer Humber Pullman limousine 7-seater with division, immaculate and very near to new, negligible mileage, first registered June, 1948.—3-7, Shaw St, Liverpool, 6. North 1246-7-8. [2025

1947 Humber 7-passenger limousine, black, leather front, cloth rear, with loose covers; £1,450.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5227

HUMBER 18hp 1937 division saloon, royal blue, engine recently rebored, new clutch, starter ring, etc., tyres good, and car is in very good running order; offered at £250.—Dr. Hayward, 11, King Edwards Rd., Ruislip. [5256

1949 series Humber Super Snipe, finished almond green with beige leather, H.M.V. radio, heater, sliding roof, 9,000 miles, a very luxuriously equipped car, in absolutely faultless condition throughout; trade and part exchange; enquiries welcomed.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [3513

£645!—Humber 7-passenger double enclosed pullman limousine, in condition rarely encountered on a pre-war car, although a 1938 vehicle bodywork and upholstery, etc., can be compared with most 1947 models, whilst the mechanical condition leaves nothing to be desired, and the purchaser could not wish for a quieter or smoother running car, powerful brakes, light yet positive steering, make this vehicle a delight to drive, giving a really superb ride, must suit discriminating hire firm requiring to purchase a full seven-seater with face forward occasionals in absolute tip-top condition.—CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. Write for our 18-page post free list of over 250 fully guaranteed used cars; h.p., exchanges; open till 7.30 p.m. Monday to Friday, till 9 p.m. Saturday; cars delivered free to any part of the United Kingdom. [4998

HUMBER

LIMOUSINE 1934 Thrupp, 24hp, partitioned, large occasionals, selected carriage, black, opportunity. £420.

1939 Thrupp partitioned Limousine, black, 7-forward, private, selection from—£830. Below

1947 Pullman Limousine, partition, 7-forward, black, radio, genuine 6000-original owner, unquestionable condition (£10 tax). Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4983

Humber Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

RROOTES, Ltd.,

RDISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

RBIRMINGHAM.—Lower Temple St. (Central 8411.)

RMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

RMAIDSTONE.—(Maidstone 3333.)

RCANTERBURY.—(Canterbury 5232.)

RROCHESTER.—(Chatham 2231.)

RWROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

RROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

CASH immediately for good Humber.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5291

POST-WAR Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0644

CRIPPS OF NOTTINGHAM urgently require all types of Humber cars, recent models.—R. Cripps & Co., Ltd., the Humber distributors, Parliament St., Nottingham. Tel. 44558. [0553

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2. [0086

7-SEATER Limousines, low mileage, 1947/1948, also 1935/24hp, also 27hp privately owned 1937/38/39. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [3382

INVICTA

INVICTA Black Prince, show model chassis, new and unused, complete less body; £1,200.—A. H. Gold & Son, Welwyn, Herts. Codicote 227. [5262

JAGUAR

HHENLYS, Ltd.,

HENGLAND'S Largest Jaguar Distributors.

HSELECTION of all models at attractive prices.

HDEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HHENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

HDEPOTS at:—

HMANCHESTER (Blackfriars 7843).

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HSTREATHAM (Streatham 7751).

HHOUNSLOW (Hounslow 3454).

HFINCHLEY (Finchley 0081).

HGREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

HCAMDEN TOWN SERVICE STATION (Gulliver 4141).

HHENLYS, Ltd., England's Leading Motor Agents. [0027

HCAR MART, Ltd.

1947 Jaguar 1½-litre saloon, 9,000 miles; £975.

1946 Jaguar 2½-litre saloon, radio, 17,000 miles; £975.

1939 Jaguar 2½-litre foursome coupe, 32,000 miles; £575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4882

BROWN'S for Jaguar.

1947 model Jaguar 3½-litre saloon de luxe, low mileage, immaculate condition; 750gns; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5098

TOM GARNER, Ltd., offer:—

1946 Jaguar 1½-litre S.E. saloon, gunmetal with red leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4761

HAROLD RADFORD & Co., Ltd.,

1948 (October) 3½ litre Jaguar, drop head coupe, black, beige leather upholstery, 6,000 miles, as new.

1939 2½-litre S.S. Jaguar 100, 2-seater, grey, red upholstery, 14,790 miles, specially prepared and in beautiful condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4526

1946 3½-litre Jaguar, 15,000 miles, radio, etc., as new; £795.

A. E. PALMER MOTORS, LTD., 12, Church St., Luton 1422. [4234

JAGUAR

CHARLES FOLLETT, Ltd., offer:—

1948 Jaguar drop head coupe, black, brown leather, 10,000 miles, excellent condition; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [4928

WEMBLEY COURT MOTORS offer:—

1937 S.S. Jaguar 2½-litre saloon, black, in excellent condition throughout, exceptional bargain; £285.—High Rd., Wembley. Arnold 5221-2. [3537

£245—S.S. Jaguar 2½-litre saloon, 1936, black, perfect condition, taxed.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3932

1939 S.S. Jaguar saloon, 1½-litre, black, excellent condition throughout, taxed; £445.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3933

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1939 1½-litre Jaguar black; £440; £10 tax full rate.—56, Cedar Grove, Copnor, Portsmouth. [4702

1946 Jaguar 3½-litre saloon, 15,000 miles, beautiful condition,—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4770

1947 Jaguar 3½-litre, very nice condition; £825.—Will Hall Road Garage, Will Hall Rd., Eltham S.E.9. Eltham 3834. [4165

1939 Jaguar 1½-litre drop head coupe, black with grey leather upholstery, new mohair hood, in very exceptional condition; £495.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. [4897

1936 Jaguar 4-door saloon, in very good condition; £225.—Rom Garage & Service Co., Ltd., Gallows Corner, Romford, Essex. Ingrebourne 29. [2754

1940 Jaguar 1½-litre saloon, black, very good condition throughout; £445.—Vines Garages, Ltd., 2, Church Rd., Willesden, N.W.10. Elgar 6680. [5372

CASS'S MOTOR MART.—1939 Jaguar 1½-litre drop head coupe, golden brown, engine just reconditioned, exceptional, written guarantee.—5, Warren St., W.1. Euston 4110. [5087

1948 2½-litre Jaguar, just free covenant, owner ordered abroad, black, brown pigskin, radio, heater; perfect condition; £1,200; no dealers, no offers.—Box 1501. [5318

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey, red leather, 8,800 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4839

JAGUAR 12hp, 1937, for sale owing to new car being received, absolutely reliable engine, reconditioned, all tests available; £345.—Bacon, 11, Colborn Ave., Caterham, Surrey. Tel. Caterham 804. [5053

1937 2½-litre Jaguar, reconditioned engine, new back axle, new battery, tele-control shock absorbers, Fram filter, oil coil; bargain at £275.—Shiner, 4, St. Bernards Rd., Olton, Birmingham, 27. [4626

1948 (October) Jaguar 1½-litre saloon, S.E. model, in suede green, one owner, Ace discs, 7,000 miles, as new; £1,100.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4596

1948 (late) 3½-litre Jaguar drop head coupe, immaculate throughout, 9,000 miles.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station; Mare St., Hackney, E.8. [5353

395 gns.—Jaguar 1939 model 1½-litre 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5141

1947 Jaguar 2½-litre saloon, finished gunmetal grey with grey leather upholstery, genuine mileage 8,800, one very careful owner, superb condition throughout; offers wanted.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [2356

1939 2½-litre saloon, black, in immaculate condition, one owner and regularly serviced, new engine, back axle and tyres 1949 and brakes relined, genuine 85 m.p.h., wireless; reason for disposal, purchase of Mark V model; £550; no offers.—Collingwood, Newton Rd., Faversham (2733). [5313

JAGUAR cars for sale.—All in equally magnificent condition: 1939 Jaguar 1¼-litre; 1946 2½-litre; 1947 3½-litre; 1949 3½-litre; all at prices comparing favourably with Jaguars in far less lovely condition; written guarantees; exchanges terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. [4728

£825!—1946 Jaguar 1½-litre special equipment sportsman's saloon, finished immaculately in black with brown hide interior, and in condition literally as brand new, speedo reading 11,215 miles, this particular Jaguar has been regularly serviced at frequent intervals since first registered by leading country Jaguar specialists, equipment includes built-in radio, air conditioning demisters, twin Lucas passlights, and the car is offered with a written comprehensive guarantee, its mechanical condition is above reproach, and hire purchase can be arranged if necessary, on a third deposit; write, call or tel:—

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115; 16 other Jaguars in stock; write for 18-page list of over 250 fully guaranteed used cars; open till 7.30 p.m. Monday to Friday, till 9 p.m. Saturday; cars delivered free to any part of the United Kingdom. [4993

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

RROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4687

Jaguar Cars Wanted

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors. DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). GREAT West Road (Ealing 3477). Official Jaguar Service Station. CAMDEN TOWN SERVICE STATION (Gulliver 4141). MANCHESTER, 1-5, Peter St. (Blackfriars 7843). HENLYS, Ltd., England's Leading Motor Agents. [0028

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Road, Guildford. Tel. 62907. [6139

CASH immediately for good Jaguar.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5281

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13. Jaguar main dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7175. [4029

URGENTLY required, low-mileage 1948 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4598

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

Jaguar Spares and Service

HENLYS, Ltd., ENGLAND'S Largest Jaguar Service Station. GREAT WEST ROAD, Brentford (Ealing 3477). SPARES and replacement engines for all models. SAND at Manchester, Cheetham Hill Rd. Deansgate 6216/7. QUICK completion of repairs. [0563

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

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24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

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1945 Jeeps, all types, perfect, Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. [2901

JEEPS reconditioned throughout, 20-23 mpg guaranteed 6 months, luxurious utilities, all original spares stocked.—Metamet, 100, Belsize Lane, London, N.W.3. Hampstead 8231-2. [0327

£185—A really perfect and very specially bodied sports 2-seater Jeep, new tyres, new hood.—Forze Garage (Petersham), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [6533

JEEPS.—Autowork, Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock. Tel. Winchester 4834. [4777

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gearbox, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0053

225 gns.—Jeep (Ford), reg. April, 1948, repainted green with red wheels, new hood and side curtains, excellent condition; genuine Jeep trailer available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5125

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

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AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service. Tel. Winchester 4834. [4778

JEEPS.—Comprehensive stocks of spares available for immediate delivery, also many reconditioned Jeeps.—Premier Motors (Brighton), Ltd., 100, North St., Brighton. Tel. Brighton 8555/6507. [2573

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for, ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JENSEN

£245—Jensen sports saloon, a very attractive car fitted with very light body similar to Jaguar, cellulosed in polychromatic beige with chromium motifs and unmarked, red leather interior in very good condition throughout, fitted Ford V8 engine with remote control gear change, high ratio axle, etc., all very good tyres, a very economical car with a really sparkling performance; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., East Ham. Grangewood 4314. [5025

JOWETT

1949 Javelin, 7,000 miles, black, red leather, immaculate condition; offers around £900.—Hillview, Dunchurch, Warwickshire. [5314

JOWETT

1937 Jowett 10hp 4-cylinder saloon, one owner, superb condition; £295.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [4922

CENTRAL GARAGE, Croydon, offer 1948 Jowett Bradford de luxe, finished buff, small mileage; £535.—Central Garage. Tel. Croydon 7464. [5062

1949 Jowett saloon de luxe, fitted £60 extras; indistinguishable from new; £850 or 30 monthly instalments of £24/5/8.—Cooden Eng. Co., Bexhill. Tel. Cooden 600. [4751

1938 model Jowett flat four 10hp (performance of a miniature V.8 plus economy of 8hp car), one owner since new, meticulously maintained, tools unwrapped; £325.—Kingston Garage, Spring Head, Anlaby, Hull. Tel. 43882. [4009

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

GATEHOUSE MOTORS are regular buyers of good clean Jowett cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4689

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5130

Jowett Spares and Service

NEWNHAMS, Ltd., JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's, Jowett Agency, Harrow 1906.

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [5247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

LAGONDA

ACLAND & TABOR, Ltd., offer:—

1938 Lagonda V.12 sports saloon, speedo 21,000 miles, black, brown leather; this car is in superb condition throughout and almost indistinguishable from new, fitted radio; £1,275.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4914

CASS'S MOTOR MART.—1936 Lagonda 4½-litre foursome drop head coupe, immaculate condition.—5, Warren St., W.1. Euston 3523. [4181

525 gns.—Lagonda 1936 4½-litre foursome drop head coupe, black, grey leather, wheel discs, carefully used, excellent conditions, cost £1,125; terms, exchanges.—Rowland Smith, below.

295 gns.—Lagonda Rapier 1936 model 10hp twin o/h camshaft sports 4-seater, maroon, leather upholstery, Ashby wheel, large instruments, very good condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Lagonda 1936 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Lagonda 1934 4½-litre 4-door pillarless saloon, black, sliding head, fawn leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5126

BARTLETT.—Lagonda 12-cylinder short chassis sports saloon, just reconditioned by makers, superb condition; £1,350.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [5091

LAGONDA 4½-litre 1937 drop head coupe, coachwork ivory, a supremely beautiful high-class car; written guarantee; exchanges, terms; £575.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1025. [4726

DAVIES MOTORS, Ltd. (managing director 20 years' service manager to Lagonda, Ltd.), 1937 4½-litre saloon; 1936 4½-litre tourer; 3½-litre saloon; 3½-litre tourer and many excellent Lagondas in really first-class condition.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0267

Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.—27a, Pembridge Villas, W.11. [1069

CASH immediately for good Lagonda.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5292

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

LAGONDA enthusiast wants to purchase a really good 4½-litre tourer.—Full details please to Box 1374. [4444

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock and are always interested to have details of any Lagonda cars for disposal.—Mayfair 8551/6. [0329

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217

LANCHESTER

GUY SALMON AUTOMOBILES, Ltd., offer:—

1938 Lanchester 10 saloon, 20,000 miles, all original condition; £435.—Portsmouth Rd., Thames Ditton. Emberbrook 4543. [4551

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Lanchester 14hp saloon, black, low mileage, exceptional condition; £350.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4681

STRATSTONE, Ltd., Lanchester specialists, recommend the following cars.

LANCHESTER 14hp saloon (1939); black with blue leather; a most attractive, economical car; £495.

LANCHESTER 10hp saloon (1947); black with brown leather; maintained in first-class condition; £895.

STRATSTONE, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [4744

LANCHESTER 18 1934, good tyres, suitable for spares.—White Chapel Farm, Broadway, Worcs. [5074

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars. Consult us when buying or selling. All spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [5766

165 gns.—Lanchester 10 1934 model de luxe 4-door saloon, black, sliding head, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Lanchester Roadrider 1937 14hp de luxe 4-door saloon, blue and black, sliding head, blue leather, preselector; terms, exchanges.—Rowland Smith, below.

265 gns.—Lanchester 18 1937 de luxe 4-door saloon, black, sliding head, brown leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5127

LANCHESTER bargain!—1938 Lanchester Roadrider 14 saloon, excellent condition throughout; £295; also 1936-7 (September) 12 saloon; £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [2366

1937 Lanchester 14 Roadrider, excellent condition, recently overhauled, fitted radio, absolute bargain; £250; also 1936-7 (September) 12 saloon; £225.—A. Z. Motors, Palmerston Rd., N.W.6. Mar. 4723. [5371

ONE most careful private owner enthusiast Lanchester 14 Roadsider, late 1937, black, green leather upholstery very clean, a most attractive, very economical thoroughly reliable pedigree car, 4-door sunshine, 4-5-seater saloon, only 1,500 miles since resleeved, reground crankshaft, new pistons, mains and big ends, Daimler fluid flywheel, brakes, steering, transmission; definitely 100%, over 27 miles per gallon, oil negligible; a genuine thoroughbred proved by its superior performance, sacrifice; £265; 300 miles trial and delivery arranged; also photo to genuine enquirer.—1, Bentley Rd., Manchester, 21. Tel. Choriton 1288. [5047

Lanchester Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. [0689

GEARBOX specialists, we will solve your preselector and fluid flywheel difficulties.—L. A. Hills (Hendon), Ltd., Finchley Lane, N.W.4. Hendon 1145-6. [0558

LANCIA

JOHN S. TRUSCOTT, Ltd. LANCIA Aprilia cars. ONLY first-class examples are offered. EXCHANGES, deferred terms. JOHN S. TRUSCOTT, Ltd., **173**, Westbourne Grove, W.11. Bays. 4274. [4786

JACQUIER, Ltd., offer:—

1939 Lancia Aprilia drop head 4-seater, carefully maintained, any inspection; £595.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [4176

1938 Lancia Aprilia saloon in first-class condition, colour gunmetal, blue upholstery, fitted tele-control, radio, screen demisters and thermometer.

KEVILL-DAVIES & MARCH, Ltd., 41/42, Hay's Mews, Berkeley Square, W.1. Gro. 3563. [3026

LANCIA Aprilia, 1938, 12hp, for quick sale, owner going abroad; petrol consumption 32 m.p.g.; can attain a comfortable 80 m.p.h.; excellent condition; £300 spent on engine and body; price £775.—Apply Box No. 1487. [4967

LATEST 1939 Lancia Aprilia 4-door pillarless saloon, light blue with white line, recently resprayed, blue leather upholstery with covers, 4 new tyres, Fram oil cleaner, Bosch fog light, G.M. 6 valve radio, extra air, all latest improvements fitted, two owners, immaculate undamaged condition, full petrol coupons, carefully serviced and maintained, fast model, any trial; best offer over £560.—290, Sandbanks Rd., Parkstone, Dorset. [4636

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently required first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [4794

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

KEVILL DAVIES & MARCH, Ltd., will pay highest prices for second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gro. 2563. [0508

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1948 Lea-Francis saloon, black, beige leather, 9,800 miles, one owner, excellent condition; £935.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station; 12, Wellesley Ave., W.6. Riv. 1413. [4923

7000 miles.—1949 (May) Lea-Francis sports roadster, maroon, B.M.T.A. consent (trade enquiries only p.ease).—Ernest Sutton, C.eeve Hill (Glos), 95. [5265

1700 miles, guaranteed, Lea-Francis sports two-seater, finished maroon with leather upholstery to match; owned by wealthy lady and used only for shopping; a genuine bargain at £995.

ASHMORE'S (AUTO ENGINEERS), Ltd., Roebuck Lane, Wes. Bromwich. Tel. West Bromwich 0766-7. [4827

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores—

12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN-ZEPHYR

1934 Lincoln sedanca de ville face forward limousine, in immaculate condition throughout; offered at ridiculous price to close estate, £245.

J. WILLIAMS MOTORS, 169, Priory Rd., Hornsey. Mountview 5228-5774. [5170

MERCEDES-BENZ

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

TYPE 290 23hp cabriolet B, right hand steering, blue with pigskin leather upholstery, excellent condition; offers.—Victoria 8715. [5361

170b, Mercedes-Benz 14hp drop head coupé, black with red leather of moderate mileage, exceptional condition; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [5321

MERCEDES-BENZ super sports saloon, K.540 type, supercharged 37hp, registered in Great Britain July 1945, right-hand drive, immaculate condition, six new tyres, engine perfect; a real enthusiast's car.—Tel. Elgar 6121. [5232

295 gns.—Mercedes-Benz 1934 26/80 short chassis Mannheim sports drop head coupe, maroon, leather upholstery, rear luggage trunk, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5128

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105

M.G.

SM offer:

1939—M.G. 12hp 1½-litre open four-seater, colour black with red leather upholstery; this car is in superb mechanical condition and has been maintained throughout in first-class order, it has travelled a low mileage only since new and would be of great interest to anyone requiring a high quality pre-war car.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. [9671

CAR MART, Ltd.

1947 M.G. T.C. 2-seater, 8,000 miles; £535.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4883

MONTROE MOTORS offer:—

1938 M.G. 1½-litre saloon, black; £425.

MONTROE MOTORS (N. H. BOSWELL), 91, Epping Rd., Buckhurst Hill. Buckhurst 5175. [5330

ACLAND & TABOR, Ltd., offer:—

1938 M.G. type T.A. open 2-seater, low mileage, exceptional condition; £350.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [4915

RAYMOND WAY, the hire purchase specialists!

299 gns!!!—1938 M.G. T-type 10hp 2-seater, red and black, many extras.

399 gns!!!—1937 M.G. 2-litre 4-door sports saloon, a superior outfit.

199 gns!!!—1934 M.G. J.2 2-seater, immaculate car throughout.

259 gns!!!—1936 M.G. P.B. 9hp 2-seater; a real cracker.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7p.m. (weekdays). [5096

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column Advert. No. 5336. [5342

1938 2-litre M.G. saloon in London area, very fast, excellent condition.—Box 1505. [5180

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1948 supercharged M.G. T.C., genuine mileage, under 3,000; the whole car in superb condition; colour, green.

KEVILL-DAVIES & MARCH, Ltd., 41/42, Hay's Mews, Berkeley Square, W.1. Gro. 2563. [3024

M.G.

DROP-HEAD coupe 1937 2-litre, good condition; seen Mayfair.—Tel. Mr. Carliale, Mayfair 8240 or Wimbledon 2078. [4639

1936 M.G. 2-litre saloon, black, attractive, sound order, unrepeatable bargain; £225; must be seen to be appreciated at

LONDON CARS, 2 & 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acorn 1212. [5058

£360—M.G. T.A. model (reg. 1940), black, absolutely in 100% condition, an excellent car for the discriminating motorist.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [5210

1939 M.G. T.A., recellulosed, very fine order; £390.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [4193

L. F. DOVE offer 1938 M.G. T.C. 2-seater, new engine recently fitted, very sound; £295.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5057

VANDERVELLS offer 1938 M.G. 1¼-litre sports 4-seater, in unusually good condition; £395.—215, Haverstock Hill, N.W.3. Primrose 4441. [8317

1946 M.G. T6, 16,000 miles, black, exceptional condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4748

1949 (December 15, '48 delivery) M.G. 1¼ saloon, 7,000 miles only; £925.—Welwyn Service Depot, Hatfield, Herts. Tel. Hatfield 2467. [5263

1947 supercharged T.C. M.G., 8,000 miles, green, immaculate; £550 or offer.—Cook, 9, Redgate Drive, Hayes, Kent. Hurstway 2791. [5405

1947 M.G. 1¼-litre saloon, very low mileage, H.M.V. radio; £815.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [5378

WALTER SCOTT, Ltd.—1935 Model M.G. P-type 2-seater, black, excellent condition; £245.—39 College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8274

CHOICE of 3 P type M.G. 2-seater Midgets, £195.—Elite Motors & Fogg & Young Amalgamated, 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines). [3990

1937 2-litre M.G., very smart job and fast, a real bargain; £275 or near offer.—Rom Garage & Service Co., Ltd., Gallows Corner, Romford, Essex Ingrebourne 29. [2756

1¼-litre late 1939 M.G. sports saloon, recellulosed sage green 1946, rebored and overhauled 1949, disc wheels, mileage about 38,000; £475.—Elgin House, Heath Road, Weybridge. [4733

1946 M.G. series T.C., done 7,000 miles, exceptional condition throughout, black with red leather upholstery.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [2529

495 gns.—M.G. Midget (Oct., 1946) 11hp TC 2-seater, black, green leather, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget 1937 10hp T 2-seater, black, blue leather, practically unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget 1934 8hp P 4-seater, green, reconditioned engine, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5142

ROSE & YOUNG, Ltd., offer 1948 M.G. 2-seater, red, supercharged, mileage 4,000, very fast; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6461 [5071

1948 (November) M.G. 1¼ saloon, beige leather, one owner, guaranteed, 11,000 miles, as new; £900.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4594

MAYFAIR GARAGES, Ltd.—June, 1939, T.B. sports 2-seater, black, green leather, good tyres and all-weather equipment, tonneau cover, well maintained and in very good condition throughout, taxed; 345gns.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [4868

1947 (Sept.) T.C. M.G. 2-seater, unused until September 1948, since covered 7,000 miles, black, green leather, quite unmarked and as new; £565.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [5258

£365—M.G. 1½-litre 1939 sports tourer, exceptionally quiet engine, interior equal to new, good hood, etc.; many others.—Bennotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [5427

TANKARD & SMITH, Ltd., offer 1939 M.G. T.A. 2-seater, in polochromatic grey with red wheels, an immaculate car with sparkling performance, many extras, including Brooklands screens; £345; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [4695

1946 (July) M.G. T.C. sports 2-seater, red and chromium with red leather and silver wheels, very fully equipped and fitted with Smith's heater, a really immaculate car, exceptional tyres, delightful performance, very thoroughly recommended and offered with written guarantee at £495; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5270

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

JARVIS & SONS, Ltd., want post-war M.G.s—Morris House, Morden Rd., S.W.19. Liberty 4656. [7833

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5286

URGENTLY required, 1947-48 M.G. 1¼-litre saloon. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4600

M.G. Cars Wanted

POST-WAR M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0845

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. [0385

MILL GARAGE (W. JACOBS & SON), Chigwell Rd., E.18. Wan. 0660. M.G. spares and service. [0486

M.G. spares, vertical drives, rockers, valves, springs, road and steering wheels, chromium tubular luggage grids, aeroscreens, 2-litre M.G. gear box, front and back axles, road wheels and tyres, wings and bumpers.—V. W. Derrington, Ltd., 159, London Rd., Kingston 5621-2. [5151

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type F, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 3888. [0349

MORGAN

£345—Morgan 4/4 drop head coupe (reg. 1940), black, maintained by an enthusiast, very fast, unrepeatable value.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [5209

1939 Morgan drop head coupe, very nice condition; £305; terms, exchanges.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3280, 3769. [5192

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5293

SLOCOMBES urgently need all types of Morgan cars; good price for good article.—269-71, Neasden Lane, N.W.10. Gladstone 2088. [7644

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS EIGHT

J. CORYTON, Ltd.

1947 8hp Morris 2-door sun saloon, black with brown upholstery, two owners, 21,005 miles recorded, licensed, coupons from September available, exceedingly clean inside and out and well maintained, mechanically guaranteed.—139-149, Fulham Road, S.W.3. Ken. 1410 [3039

WIMBUSH offers:—

1948 Morris 8 4-door saloon, black, 2,000 miles only, quite immaculate; £575.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [4809

BROWN'S for Morris.

1947 Morris 8hp saloon de luxe, low mileage, immaculate condition; 449gns; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5097

GLANFIELD LAWRENCE offer:—

1938 Morris 8 4-door saloon, black, reconditioned throughout; £285.—407, High Rd., N.12. Finchley 0091. [3474

H. A. SAUNDERS, Ltd., offer:—

1949 Morris 8hp 4-door saloon, 7,000 miles; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5434

PALMERS MOTORS, Ltd., offer:—

1939 Morris 8 2-door saloon, excellent condition; £325; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [5219

WARWICK WRIGHT, Ltd., offer:—

1948 Morris 8hp 4-door saloon, black, brown leather, 6,000 miles; £635.

1948 Morris 8hp 4-door saloon, green, brown leather, 2,000 miles; £645.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5039

RAYMOND WAY the hire purchase specialists!

299 gns.—1939 Morris 8, 4-door de luxe sun saloon, immaculate condition.

249 gns.—1938 Morris 8 2-door de luxe sun saloon, one owner since 1940.

239 gns.—1938 Morris 8 2-seater, respayed maroon, very attractive car.

149 gns.—1936 Morris 8 2-door de luxe sun saloon, carefully used.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days). [3576

MORRIS EIGHT

CHARLES RICKARDS, Ltd., the house of standing and repute.

1948 (July) Morris 8hp 4-door saloon, black with brown leather, one careful owner, genuine mileage 3,100, faultless; £595.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4682

1948 Morris 8 4-door saloon, black and brown hide upholstery, 3,000 miles only.

LAMBE, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [4996

1948 November, Morris 8 4-door saloon, black and green, as new, mileage 5,000; £565.—Cranmore. Tel. 2040 Potters Bar. [4621

1939 Morris 8 2-door saloon, black, brown leather, very clean car; £310.—Walton-on-Thames Motor Co., Ltd. Walton 200. [4656

1948 Morris 8 4-door sun saloon, genuine mileage 3,000 only, as new.—Wards of Putney, 72, West Hill, S.W.15. Put. 7422. [3796

1947 Morris 8hp saloon, black, 2-doors, July 1947, mileage 12,000, new condition; price £475.—Vaughan. Tel. Maidenhead 130. [4621

1938 Morris 8 4-door, sliding head, de luxe saloon, excellent throughout, one owner; £250.—40, Markhouse Rd., E.17. Key. 4209. [4645

1948 Morris 8 4-door saloon, black/brown, 3,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538.

£190—1937 Morris 8 4-seater, excellent condition, guaranteed; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4907

9300 miles, 1947 Morris 8hp 2-door saloon, black, with brown leather, spare unused; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [5319

£485—1946 Morris 8 saloon, one owner, spare unused, small mileage, new condition.—J. Davy, 9, Logan Place, Earls Court Rd. Western 6483. [5367

1938 Morris 8hp 2-door saloon, recellulosed and new engine recently fitted, absolute bargain; £245.—Walton-on-Thames Motor Co., Ltd. Walton 200. [4655

GORDON CARS (LONDON), Ltd.—1948 Morris 8hp saloon 4-door, green, brown leather, 13,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4840

1935 Morris 8hp saloon, sun roof, black, blue leather, beautifully maintained car; £150.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [5155

345 gns.—Morris 8 1939 de luxe 4-door saloon, black, sliding head, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Morris 8 1937 model tourer, green and black, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5129

£185—1938 Morris 8 4-seater tourer, spotlight, radio, etc., etc., ready to drive away.—Mansfield Motors, 140, New Kings Rd., Fulham, S.W.6. Renown 1012. [5396

1946 Morris 8 black saloon with sunshine roof, one owner only, exceptionally fine condition.—F. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5055

1937 Morris 8 2-seater sports, disc wheels, splendid car; H.P. terms arranged.—F. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4299

275 gns.—1939 Morris 8 tourer de luxe, any trial, immaculate condition.—G.P. (Balham), Ltd., 2C, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [4174

1947 Morris 8 2-door, sliding roof saloon, finished in black with brown leather upholstery, one owner; £460; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5357

1939 Morris 8hp saloon de luxe, fitted with every conceivable extra including radio, £565; also 1939 4-door saloon, just recellulosed, £325.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4474. [4857

1937 Morris 8 sun saloon, black and green leather, body and mechanism in first-class condition, four new tyres, insured April 1950; £230.—Maycroft Motors, 24, Lynton Rd., Crouch End, N.8. Mountview 4871. [5187

NAYLOR & ROOT, Ltd.—1948 Morris 8 4-door saloon, black, brown hide upholstery, 7,000 miles, immaculate condition; £545; three months guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Open 9-6 each week-day including Saturday. [5002

Morris Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

PRIVATE buyer will pay top price for good covenant free 1949 Morris 8, tourer preferred.—Write Box 1412. [4630

MORRIS 8 wanted, not earlier than 1937.—Gordon Wooderson, 48A, Drewstead Rd., S.W.16. Streatham 8638. [4215

JACK ROSE, Ltd., require low-mileage Morris cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7675

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

WARWICK WRIGHT, Ltd., offer:—

1947 Morris 10hp saloon, black, brown leather, 9,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5040

MORRIS TEN

EUSTACE WATKINS, Ltd.

1948 Morris 10hp de luxe saloon, green, 10,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1639

PHILIP RICKARDS, Limited offer:—

1948 Morris 10 saloon; green; 3,900 miles; one owner; as new.—4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. [4784

ALLAN TAYLOR MOTORS, Ltd., offer

1939 10hp Morris saloon, recently overhauled; £385.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [5356

10hp Morris sunshine saloon, a superb 1939 specimen; £325.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [4679

1948 (July) Morris 10 saloon, 11,000 miles only, as new.—Apply

BOSHIER & PATTENDEN, Ltd., Chapel Field Road Garage, Tel. Norwich 22677. [5021

1948 Morris 10 de luxe saloon, black, 9,000 miles, perfect, £695; another (December) 1947, £660.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [3001

1938 Morris 10hp Series III saloon, beige, excellent condition; £260.—48, Maswell Park Rd., Hounslow 0574. [4615

1947 Morris 10, 11,000 miles, radio, as new; £645.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [4114

1948 (Dec.) Morris 10hp saloon, green, brown hide, 2,000 miles only, new condition throughout; £750. Also

1947 Morris 10hp saloon, black, one careful owner, exceptionally well kept, £565; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [4787

1939 Morris 10 saloon de luxe, one owner, immaculate; exchange.—Lockwood, Half-way, Walton 2824; after 6 o'clock 3387. [4909

1947 August, 10,000 miles, black, perfect condition; £625, or near offer.—Owner, 41, Revell Rd., Kingston (2568), Surrey. [4664

1948 (late) Morris 10hp saloon, negligible mileage, new condition.—Colin Haines, Ltd., 50a, Bourdon St., W.1. Mayfair 2338. [4907

GORDON CARS (LONDON), Ltd.—1947 Morris 10hp saloon, black, brown leather, 16,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4841

1938 Morris 10 de luxe saloon, very low mileage, original paintwork, and in good order; £295.—Circular Car Sales, Watford Way, Mill Hill. Mill Hill 1637. [5200

ROSE & YOUNG, Ltd., offer 1946 Morris 10, finished in green; £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1147

1937 Morris 10 saloon, one owner since new, perfect condition; £245; terms, exchanges.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3280, 3769. [5191

1947 (July) Morris 10 saloon, total mileage, 8,000, in immaculate order throughout; £625.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [3357

1938 Morris 10hp saloon, black, recently overhauled, in excellent condition, five good tyres; £350 or near offer.—149, Upton Rd., Bexleyheath. Tel. Bexleyheath 2212. [5049

1947 Morris 10 saloon de luxe black with brown leather upholstery, in immaculate condition throughout; £595; 3 months' guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5360

1939 Morris 10 saloon de luxe finished in blue, mechanically sound and in very good order throughout; £325; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5358

1938 Morris 10 series 3 ohv saloon, clean car in sound mechanical condition and bargain at £235 cash or £70 deposit; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1883

£225!—1938 series 3 Morris 10 4-door saloon de luxe, ohv model, excellent running order, coachwork generally in very good condition, all good tyres, economical and reliable vehicle at sensible price; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4010

Morris Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

1939/48 Morris 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232. [5153

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

TOM GARNER, Ltd., offer:—

1949 Series (Oct., 1948) Morris Oxford saloon, black with beige leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4762

GLANFIELD LAWRENCE offer:—

1939 Morris 12 saloon, black with brown leather upholstery, new engine recently fitted; £425.—407, High Rd., N.12. Finchley 0091. [5471

1938 Morris 12 saloon, wireless, immaculate, guaranteed; £280; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319 [5161

MORRIS TWELVE

H. A. SAUNDERS, Ltd., offer:—

1948 Morris Oxford 13.4hp saloon, radio, heater; £965.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5435

GLANFIELD LAWRENCE offer:—

1937 Morris 12 saloon, blue leather upholstery, very good mechanical condition; £285.—407, High Rd., N.12. Finchley 0091. [5347

245 gns.—Morris 12 1937 series II de luxe 4-door saloon, black, sliding head, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 12 Oct., 1935, series II de luxe 4-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5138

£265 Morris 12 Series III ohv Sun saloon, May, 1938 (external boot 1939 type), in immaculate condition, good oil pressure when hot, no smoke, all electrical equipment o.k., tyres as new, black, blue leather, chrome good, new carpets, body free from rust.—Garrad Motors, 132B, Uxbridge Rd., W.7. Ealing 4635. [5301

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire purchase specialists are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

350 gns.—1939 Morris 14hp 4-door sun saloon, black, blue leather, good tyres, one owner, carefully kept; £125 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [3899

275 gns.—Morris 14 1937 series II 4-door saloon, black, red upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5139

MORRIS EIGHTEEN

195 gns.—1937 Morris 18 de luxe saloon, good condition.—Autoanips, 5, Balham High Rd., Balham 1509. [4237

MORRIS MISCELLANEOUS

1947 Morris series E 2-door de luxe, just fitted replacement factory engine, £495; also 1948 Morris 10 de luxe saloon, £695.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. [4479

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541 [0105

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Hamp. 6041. [0979

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5294

POST-WAR Morris required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0846

SELL your Morris to us, good cars urgently wanted, all models.—Offord, 67 George St., W.1. Wel. 6899. [6572

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Morris retailers, require cars in first-class condition. Mayfair 5242. [5011

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Morrises, all models.—Popesgrove 1035. [1593

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930/46.—Brooks, 85, Queens Rd., Brighton [0384

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 9061). [0471

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0113

OPEL

OPEL Super Six 23.8hp 1938 drop-head coupe, engine recently overhauled; £175; terms, exchange.—Primrose 2647. [5254

Opel Cars Wanted

BRAY MOTORS purchase Opel and other makes.—180, West End Lane, N.W.6. Ham. 5490. [1574

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Hamp. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash for your Opel.—237, Brixton Hill, S.W.2. Tulse Hill 3664. [6917

Opel Spares and Service

REPAIRS, spares, engine, front suspension, carburettor, water, oil pump exchange service.—Primrose 2647, 10, Winchester Mews, N.W.3. [0243

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160 [4477

PRIDE & CLARKE, Ltd.—Opel spares specialists; new s. brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotation by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0733

PACKARD

CAR MART, Ltd.

1939 Packard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4894

1939 Packard 7-seater limousine, 15,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [4773

PACKARD

R. C. MORTLAKE offers:—

1937 Packard Super 8 7-passenger Pullman limousine, small mileage, black, immaculate.—253, Kensal Rd., W.10. Ladbroke 3155. [9457

MONTROE MOTORS offer:—

1938, first registered 1940, Packard 33hp saloon; £525.

MONTROE MOTORS (N. H. BOSWELL), 91, Epping Rd., Buckhurst Hill. Buckhurst 5175. [5329

JOE THOMPSON (MOTORS), Ltd., offers:—

1939 sedanca de ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

1938 (November) Packard Super 8 de luxe limousine, privately owned.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1483

1936 Packard 27hp saloon, in immaculate condition throughout; at special clearance price, 179gns.

J. WILLIAMS MOTORS, 169, Priory Rd., Hornsey. Mountview 5228-5774. [5169

1946 Packard 8 enclosed Pullman limousine, exceptional condition throughout, small mileage 1948 condition.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2426

1937 Packard 33hp saloon, black, small mileage; £600.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1634

1937 8-cylinder Packard saloon, resprayed, retrimmed, as new; £375.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Ken. 2477. [5175

1937 Packard Super 8 limousine, one private owner since new, total mileage 49,000; £795.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3263

1937 Packard Super 8 limousine, reconditioned throughout, stored 5 years, really nice car; £715.—The White Swan, Bottisham, Cambs. Tel. 259. [5231

1936 Packard super 8 limousine, one owner, 60,000 miles, in perfect condition; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1623

1937 Packard 8 saloon, in excellent condition; £275.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5226

A SELECTION of approved late model Packard cars is offered by the sole concessionaires, Messrs. Leonard Williams & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

CENTRAL GARAGE, Croydon, offer 1938 Packard 120 drop head coupe, black, fawn hide upholstery, fitted P100 head lamps, demisters, radio; £585.—Central Garage. Tel. Croydon 7464. [5064

1948 Packard Super Eight saloon, mileage 9,000, fitted radio, heater, nylon loose covers, etc., car as new; £3,250.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [4735

1938 Packard 8-cyl. drop head foursome coupe, black with brown leather, mileage 27,000, condition immaculate.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [2354

57hp (V.12) 1948 Packard saloon with division, late property of famous nobleman only run 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4950

PACKARD 7-seater limousine; positively the most perfect and superbly magnificent seven-seater available; £895; written guarantee; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. [4722

£595.—1938 Packard model 120 full 6-seater saloon, in condition quite fantastic for the year, finished in original black cellulose, the appearance is literally like new, and although we appreciate that many cars are described "as new" this particular Packard is accurately described, and is not a worn-out reconditioned hire car, but has been used by a high ranking official and due to th.- fact it has been registered and the tax is now only £5 per year half rate. Mechanically the performance bears comparison with an almost new car and the original head lining, mats, etc., show definite proof of small mileage. We must again stress that this car must not be compared with an ex-Army vehicle. Fitted with air conditioning with special two-way heater control, twin spot lights, 5 almost new tyres, etc., this car is in every way ready to give thousands of miles of effortless and trouble-free motoring, with tremendous acceleration, high cruising speeds, excellent brakes and steering. The appearance is elegant but at the same time it is coupled with the necessary specification required by high-class hire firms, such as extra wide entrances to rear seats, particularly capacious boot, etc. First deposit secures this really outstanding and much to be desired example.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 3115 and 2381. Write for our 18-page post-free list of over 250 fully guaranteed used cars; h.p. exchanges. Cars delivered free to any part of the United Kingdom. Open till 7.30 p.m. Monday to Friday, till 9 p.m. Saturday. [4988

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0981

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [3377

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins). S. Kensington. Kensington 4858. [9634

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins). S. Kensington. Kensington 4858. [4331A

PONTIAC

1939 Pontiac drop head coupe, maroon, steering column gear change, bargain; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5225

PONTIAC

1939 Pontiac 6 saloon, excellent condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4951

RACING CARS

COOPER.

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3346), are the sole concessionaires for the southern half of Great Britain of the Cooper 500 cc and 1,000 cc formula racing cars. [0821

A MILCAR 6-cyl. V. J. Hern offers his well-known ex-Finch sports-cum-racing car for sale, car maintained by Owen Finch, just checked over by him and ready for next season's competitions, full sports and racing equipment, whole in superb order; nearest offer to £750; consider exchange modern saloon.—Hern, South Croydon Motors, 444/6/8, Brighton Rd., South Croydon. Uplands 8629. [2904

RAILTON

£395.—1938 Railton 17 sports saloon, black, unworn tyres, excellent runner, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5381

245 gns.—Railton 1937 model, 29hp, straight-8 Cobham 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—Railton (Oct., 1936) 29hp straight-8 foursome drop-head coupe, black, grey leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5130

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5282

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

WEMBLEY COURT MOTORS offer:—

1939 Renault 17hp saloon, black, leather upholstery, in first class condition throughout, exceptional bargain; £300.—High Rd., Wembley, Arnold 5221-2. [2729

RENAULTS.—The following cars, with others, carry our usual guarantee service. Est. 1909.

RENAULT 12hp 1937-8 saloon, black; £225.

RENAULT 8hp saloon, 1940, reconditioned; £325.

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0126

1941 Renault 12 saloon, immaculate, guaranteed; £315; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5158

£295.—1938 Renault saloon, finished in grey with red interior, first-class condition; bargain.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [5201

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

WARWICK WRIGHT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5041

PHILIP RICKARDS, Limited offer:—

1948 2½-litre Riley saloon, black, 5,000 miles.—4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. [4782

1947 Riley 1½-litre saloon, black, 20,000 miles; £850.—Tel. Cranleigh 336. [4700

SUSSEX specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348

£895.—1946 (Dec.) 2½-litre Riley saloon, black and red leather, radio, a good sound fast car.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [4810

RILEY Imp 9hp fast sports two-seater, superb condition, appearance; £365; terms, exchange.—Primrose 2647. [5256

1937 Riley 9 saloon, excellent bodywork, etc.; £325.—Abingdon Arms Garage, High Street, Thame, Oxon. [4718

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1947 Riley 1½-litre saloon, £875; 3 1934 Riley 9 saloons, at £165, £125, and £120; 1932 Riley 9 saloon, £85; 1929 Riley 9 saloon, £65; 1932 Riley 9 open 4-seater, £110; 1932 Riley 9 Ascot drop head coupe, £130. See also sports car column. [5348

1936 Riley Imp; £325, or exchange equally well-kept post-1935 Riley saloon.—Greenways, Hillside Rd., Aldershot. [4619

1947 (May) 2½-litre Riley saloon, black, 14,000 miles, one owner; £995.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [5218

1936 Riley 9hp Merlin saloon, four nearly new tyres, overhauled and recellulosed recently; £210.—Sycamore House, Bleasby, Nottingham. [4680

£85.—Riley 9 Biarritz 4-door saloon, 3 months' written guarantee; £85.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 8532. [5326

1948 Riley 2½, low mileage, heater, H.M.V., superb condition; £1,450.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577, 6970. [4206

1939 Riley 1½-litre saloon, very good condition; £450; terms, exchanges.—Norman Autos, 352, London Road, West Croydon. Thornton Heath 4657. [5024

1949 model Riley 2½-litre saloon, registered Nov., 1948, in black, one owner, guaranteed, 2,000 miles only, looks like 200 miles, as brand new throughout; £1,425.

1947 (May) Riley 2½-litre saloon, black, one owner, 12,000 miles, perfect; £1,050.—Gibsons' Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [4597

RILEY

1947 (Aug.) Riley 2½-litre saloon, black, brown leather, chauffeur-kept and in perfect condition; £1,100.—Scott Mason, 43a, Calthorpe Rd., Birmingham, 15. [4974

1947 (Oct.) Riley 2½-litre saloon, black, red hide, heater, immaculate condition; £1,050.—Hanley Garage, Ltd., Broad St., Hanley, Stoke-on-Trent. Tel. 5177. [5233

£495.—Riley 12hp saloon (1940); black with brown leather; 22,000 miles; excellent throughout.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [4745

RILEY Lynx 1½-litre four-seater tourer, new tyres and shock absorbers, engine recently overhauled; £300 or best offer.—Fleet, Red, White & Blue, Featherstone Wolverhampton. [5404

1948 1½-litre, black, red trimming, one owner, genuine, 10,000 miles, immaculate condition; £1,050.—Rex Neate, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [4675

H. F. EDWARDS offer very attractive 1936 series Riley 9 saloon, black and maroon, fully equipped, excellent performance; £275, terms, exchanges.—28, Upper High St., Epsom 9400. [5275

GORDON CARS (LONDON), Ltd.—1948 (Nov.) Riley 2½-litre saloon, maroon, fawn cloth, 1,500 miles only, H.M.V. radio, new condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [4844

225 gns.—Riley 9, 1935 model, Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, preselector, very good condition; terms, exchanges.—Rowland Smith, below:—

345 gns.—Riley Imp 1935 9hp super sports 2-seater, black, red leather, preselector, 2 spare wheels, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

895 gns.—Riley 1947 (reg. Feb., 1948) 1½-litre shooting brake, 4-door 5-seater, coachbuilt natural timber body, wings and bonnet finished duotone fawn, glass all round, drop tailboard, 12sq ft interior luggage space, small mileage, very carefully used, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5131

195 gns.—1935 Riley 9 Kestrel 4-door de luxe, special series, excellent condition, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 3117. [5354

1940 (Model) 1½-litre Riley saloon, finished in duo-green, very attractive looking with a real sports car performance; £475.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. [5528

£165.—Riley 9 1934 Kestrel 4-door saloon, manual gear box, in excellent original condition, taxed and insured, current petrol unused.—Abbey Autos, rear of 44-46, Chase Side, Southgate (near tube). Palmers Green 4540. [5924

1947 Riley 1½-litre; indistinguishable from new; 14,000 miles only; interior spotlessly new and finished in best quality green leather; attractive black cellulose unmarked; a car of quality with wonderful performance; £895.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4611-2-3. [4650

1937 1½-litre Riley Continental touring saloon, finished suede green, red leather, engine recently overhauled, whole car in new condition throughout.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5204

SCARCE model, 1937 series Riley 1½-litre Kestrel Sprite saloon, finished black, green leather interior, very fully equipped, Scintilla Vertex, twin carburettors, etc.; fitted excellent radio set, an immaculate and most attractive car, thoroughly recommended and offered with written guarantee; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5272

1948 Riley 2½-litre saloon, black, brown interior, 13,000 miles, as new, unmarked inside or out, with many extras (heating, demisting, loose covers, radio equipment, etc.), full petrol, 3 months' guarantee; £1,250 or near; would consider 1947 Ford 8 (or equal) in part exchange.—Woffenden & Co., Engineers, Cabot House, Clifton Down Road, Bristol, 8. Tel. 37909 or (evening) 35117. [4715

£495.—Riley 12hp 6-light 5-seater saloon, 1940, fitted manual change gear box and finished in attractive shade of Connaught green with interior leather upholstery to match, striking and handsome lines, with really commodious luggage accommodation in rear boot. Mechanically this Riley is in exceptional condition and gives an amazing performance for a 12hp car. Acceleration is literally superb, steering and brakes leave nothing to be desired, whilst the car must be driven to appreciate its outstanding road-holding qualities. 5 almost new tyres are fitted, together with twin pass-lights and wheel discs. This car represents unrivalled value as one of the most desirable Nuffield Rileys we have ever handled.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 3115 and 2381. Write for our 18-page post-free list of over 250 fully guaranteed used cars; h.p. exchanges. Open till 7.30 p.m. Monday to Friday till 9 p.m. Saturday. Cars delivered free to any part of the United Kingdom. [4989

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

RROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

GATEHOUSE MOTORS are regular buyers of good clean Riley cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4600

POST-WAR Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0647

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5285

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

Riley Cars Wanted

1938 Kestrel 12 required privately, must be good. —Steele, 84, Thornhill Road, Streetly, Birmingham. Streetly 7491. [4970

WANTED, Riley 9 Kestrel, 1934/1935, without engine, good bodywork; private buyer.—Reynolds, 76, Watery Lane, Redditch, Worcestershire. [5441

URGENTLY wanted, low mileage, post war 1½- or 2½-litre Riley.—John Wilson Autos, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [5346

URGENTLY required, low-mileage 1947-8 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd. Christchurch, Hants. Tel. 912. [4599

Riley Spares and Service

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Casteinau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 4436. [0209

PERFORMANCE CARS, 21, Dalcham Mews, N.W.3 (Ham. 6707).—Service, spares, repairs, tuning. [9431

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

RILEY service station; comprehensive stock of spares. —J. James (London), Ltd., Carker's Lane, Highgate Rd., N.W.5. Gul. 5446. [0092

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069

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ROLLS-ROYCE specialists 40 years.

1935 delivery 25hp Park Ward sports saloon.

1934 delivery 25hp Cockshoot sports saloon.

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1934 registration 25hp Hooper sports saloon.

1931 delivery Phantom II super sports close coupled 4-seater.

1930 delivery 25hp enclosed drive, 7-passenger limousine by Thorpe and Watson.

1929 delivery 20hp Park Ward saloon.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7 (Ken. 9477-8) and East Lodge Works, Holmwood, Dorking, Surrey. (Dorking 73246). [2727

CMC AR MART, Ltd.

1938 Rolls-Royce 25-30hp 7-passenger limousine by Thrupp & Maberly, 21,000 miles; £1,975.

1937 Rolls-Royce 25-30hp 4-light saloon by H. J. Mulliner, 41,000 miles; £1,975.

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1940 Wraith limousine by Rippon, 7-seater, face-forward occasional chairs.

1939 Wraith saloon by Park Ward.

1937 30hp touring limousine by Rippon.

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1936 25hp 4-door sports saloon by H. J. Mulliner.

1934 25hp 4-door sports saloon by Rippon.

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ROLLS-ROYCE 20-22 7-passenger limousine by Barker, face forward occasionals, late 1928 del., complete with wheel discs and mascot; £225.

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1948 Rolls-Royce Silver Wraith Hooper touring limousine, black with brown hide, 8,000 miles.

1939 Rolls-Royce Wraith Park Ward 7-passenger limousine, black, leather front, cloth rear, face forward seats, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4763

ROLLS 20 2-str. drop head coupe, 1928, perfect condition.—33a, Adam & Eve Mews, High Street, Kensington. [5059

1934 Rolls-Royce 20/25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4952

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ROLLS-ROYCE Phantom II Sedanca de Ville by Barker. Ref. H.3450.

ROLLS-ROYCE 25-30 limousine by Thrupp and Maberly. Ref. H.3402.

ROLLS-ROYCE 25/30 drop head coupe by Park Ward. Ref. H.3131.

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25/30 Sedanca de ville by Windovers, finished in black with rear lower panels in sham cane and fitted with carriage lamps, upholstered in black leather to front and beige cloth to rear, first registered 1938.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242-3-4. [5005

R. C. MORTLAKE offers:—

1934 25hp Rolls-Royce 7-passenger enclosed drive limousine, black, forward seats, discs, extremely fine condition.

1935 20/25 Rolls-Royce streamlined Barker 7-seater limousine, black, large face-forward seats, one private owner, superlative order.—253, Kensal Rd., W.10. Ladbroke 3155. [2847

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INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 (April) 25/30 Rolls-Royce limousine by Park Ward; speedometer reading 23,390; black, brown leather and cloth upholstery, in immaculate condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4582

THE BASINGSTOKE MOTOR Co., Ltd., offer:—

1929 Rolls-Royce 20hp Thrupp & Maberly 4-light saloon, very low mileage, leather upholstery, the whole car in immaculate condition and quite unrepeatable; £695.

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MASCOT MOTORS, Ltd., offer the following:—

1936 delivery 25hp Windover limousine, one owner.

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1934 delivery 25hp T. and M. sports saloon.

1930 delivery 25hp Hooper limousine, in leather.

1929 (Nov.) delivery 20hp Windover 4'some drophead coupe.

1928 (Nov.) delivery 20hp Park Ward 4-light Weymann saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

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ROLLS-ROYCE Phantom III, bodywork by Park Ward, 7-seater limousine in immaculate condition throughout; £1,550.—Whittle, Hishley, Nr. Kidderminster. [4447

ROLLS-ROYCE

JBJACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0085

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1937 (October) 25/30hp Rolls-Royce Barker limousine, 14,000 miles only since new; late property of a well-known peer.

1936 Rolls-Royce 20-25 H. J. Mulliner 4-light saloon with division, 31,000 miles only since new, excellent condition, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288-9. [1477

WRAITH 1939 Hooper Deluxe partitioned 30hp Limousine, electric partition, widest occasionals, black, six wheels, discs, genuine 30,000, delightful condition. Below.

OWNERDRIVER 1935 Barker, ride control, 25hp, 4-door partition-less Saloon, leather, capacious boot, reasonable mileage, carefully maintained; £1185.

SPORTSALOON Magnificent Phantom III owner-driver, partition, capacious boot, most desirable Hooper Coachwork produced, unquestionable condition. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4985

ROLLS-ROYCE Replica drophead coupe, 1938 body on 1928 20hp chassis; £250 just been spent on reconditioning; price £750.—Southern Motors, Lowfield Heath. Tel. Crawley 437. [3702

ARCHIE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face-forward seats; £850.—94, Gt. Portland Street, W.1. Lan. 1343. [4742

1933½ Rolls-Royce 25hp Hooper limousine, all leather 3 months' guarantee; H.P. terms; just refinished; £875.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [4582

1932 Rolls-Royce limousine, 25hp, black, 7-seater with division, remarkably good interior; £675.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5084

BARTLETT.—Rolls-Royce 1937 25/30 owner-driver saloon, speedometer 18,000 only, probably best condition car of this date available; £1,950.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [5092

1932 Rolls-Royce saloon, 25hp, with division, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [5351

GORDON CARS (LONDON), Ltd.—1938 Rolls-Royce 25-30 Thrupp & Maberly semi-razor edge saloon, green-black, green leather upholstery, 55,000 miles only, immaculate.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4843

1937 Phantom III close coupled Barker sports saloon with drop division, regularly serviced by Rolls-Royce, immaculate condition, extremely smart; £1,475.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577, 6970. [4209

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£1250.—20-25hp Rolls-Royce Hooper limousine, mileage 33,800, face-forward seats, discs, etc.; also 25-30hp ditto, mileage 36,100, £1,975, cars taken in part exchange.—Lawton-Goodman, 36, North Audley Street, W.1. Mayfair 3560. [3975

1937 (July) Rolls-Royce Phantom III limousine by Windovers, mileage 24,290, spacious rear boot, occasional seats side facing, finished blue and black with white line, immaculate condition throughout; £2,750, or exchange with cash adjustment.

WHEELERS (NEWBURY), Ltd., The Broadway, Newbury. Tel. 1020. [4802

ROLLS-ROYCE Phantom III, razor edge H. J. Mulliner saloon, 1937; identical lines of 1950 Rolls-Royce at £6,060; absolutely magnificent condition; written guarantee; exchanges, terms; £1,975.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [4724

25/30 Rolls-Royce 7-passenger limousine by Thrupp & Maberly, first registered 1/11/36, with face-forward occasional seats; finished in black with black leather in front and fawn cloth to rear; this car has been privately owned since new, and has been serviced by Messrs. Rolls-Royce, Ltd.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [4754

A & S Offer selected Rolls-Royce Limousines (Britain's finest selection).

£895 1933 25hp Hooper Limousine, partition, forward occasionals, leather, private, black, immaculate, ready service.

£920 1934/25hp Barker, Windover, Limousine, partition, 7-forward, selected carriages, black, opportunity.

LIMOUSINES 1935/25hp (ride control), Rippon, partition, bench occasionals, black, irreproachable condition, £1190.

LIMOUSINES 1935/25hp Windover, partition, wide occasionals, superb, black, swept-tail. £1290. Private.

LIMOUSINES 1936/30hp Barker, Windover, partition, 7-forward, exceptional private carriages, from £1385.

LIMOUSINES 1937/1938 Windover, Hooper, (30hp) 7-forward, partition, black, immaculate, magnificent carriages, selection-£1420.

WRAITH 1939 Hooper Deluxe partitioned 30hp Limousine, electric partition, widest occasionals, black, six wheels, discs, genuine 30,000, delightful condition.

PHANTOM II Limousines 1934/1935 Hooper, Barker, Windover, 1946-condition, black, bench occasionals, private carriages, genuine 53,000.

PHANTOM III Partitioned 1937 Barker swept back Limousine, widest forward occasionals, genuine 29,000, magnificent throughout. Seen:—

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CTHE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

JMARSHALL.

JWANTED, Rolls-Royce 20-22 and 20-25, all types of coachwork, any condition.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [5759

A & S require modern Phantom II also Phantom III Limousines and Saloons.

A & S interested purchasers 1935/37/39 partitionless-25hp Saloons with boot, also 7-passenger Limousines 1932-1939. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5396

RROLLS-ROYCE wanted for owner driver.—Full particulars and price to Wooler, Shadwell, Leeds. [4712

RROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westcott St., Crystal Palace, S.E.19. Liv. 3362. [7457

GENTLEMAN requires Phantom II, preferably 1935 model with long chassis, mechanically perfect, utility body preferred but not essential.—Box 1470. [4707

RROLLS-ROYCE 20-25hp urgently required, coupe or model similar.—Full details and price to Circular Car Sales, Watford Way, Mill Hill. Mill Hill 1637. [5198

WANTED 1939 Rolls-Royce Phantom III fitted with H. R. Owen folding head sedanca coupé.—R. G. B. Thompson, 9, Beresford Drive, Southport. Tel. 8155. [4568

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1938 Rover 10, immaculate condition; £375.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [4896

1935 Rover 10 saloon, excellent condition, only 1 previous owner; £225 for quick sale.—Hall, 50, Baker St., Potters Bar. Tel. Potters Bar 2922. [4662

GORDON CARS (LONDON), Ltd.—1946 Rover 10hp saloon, black, brown leather, nominal mileage.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4845

1940 Rover 10 saloon, dark blue, excellent order throughout, oil consumption nil, tyres good; £525; seen only by appointment.—Apply, Cherry Tree Cottage, Kings Rd., Horsham, Sussex. [5303

195 ens.—Rover 10 1936 4-door saloon, grey, blue leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5132

ROVER 12

DICKS CAR SALES offer:—

1939 Rover 12 saloon, completely reconditioned; £525.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4185

MCKINNON MOTORS, Ltd., offer:—

1948 (Feb.) Rover 12 sports Continental 4-seater, green, green leather, original spare unused, 4 latest new Dunlops just fitted, disappearing hood, perspex screens, tonneau cover; £1,075.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, Surrey. Est. 1906. Tel. Wallington 3404. [4962

WEMBLEY COURT MOTORS offer:—

1936 Rover 12 4-door saloon, black, in very good condition throughout, any trial; £250.—High Rd., Wembley. Arnold 5221-2. [1888

1939 Rover 12hp saloon, black/brown leather, superb condition; £585.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [4920

1940 series Rover 12 saloon, black, brown leather, in excellent condition; £475.

GROVE MOTOR AND ENGINEERING Co., North Rd., Southall. Tel. Southall 3477. [5390

ROVER 12

1939 Rover 12hp 6-light saloon, black with brown leather, in excellent condition, good tyres, taxed; £550.—Woking Motors (Maybury Hill), Ltd., Woking 1928.

1936 Rover 12 saloon, grey, with blue leather, in really outstanding condition; £295.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. [5068

ROVER 12 All-weather tourer 1948, Perspex screens, new condition; written guarantee; exchanges, terms; £895.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [4727

ROVER 12, sun roof de luxe saloon, 1937, maintained regardless of cost, perfect condition, 6 months' basic petrol and full tank; privately owned; price £350.—Seen Marlboro Garage, New Wakefield St., Manchester, 1. [4806

TANKARD & SMITH, Ltd., offer 1939 Rover 6-light saloon, in black with green leather, coachwork and interior in excellent condition, mechanically above average, good tyres; £450; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [4696

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DICKS CAR SALES offer:—

1936 Rover 14 streamlined sports saloon, engine just rebored; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4186

PALMERS MOTORS, Ltd., offer:—

1937 Rover 14 sports saloon, excellent condition, £385; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [4248

1937 Rover 14hp saloon, black/blue leather, very good order; £355.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [4921

1939 Rover 14 saloon, immaculate condition; £485.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [3567

1939 Rover 14 de luxe saloon, radio, guaranteed; £490; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4903

ROVER 14hp sportsman saloon, 1939, very low mileage, appearance and condition equal to 1948 model, for sale or exchange TC M.G.; £600.—Orchard Lea, Boarshill, Oxford. Tel. 85189. [5305

ROVER 16

CAR MART, Ltd.

1939 Rover 16 4-light saloon, 39,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4886

HAROLD RADFORD & Co., Ltd.

1947 (July) Rover 16 6-light saloon, green with green upholstery, 6,400 miles, indistinguishable from new.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4525

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1946 (Sept.) Rover 16 sports saloon, black, brown leather, 10,000, in unbelievable condition; £1,125.

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ROVER 16, 1938, good condition, one owner, black, full petrol, nearest to £425.—Orp. 5875. [4968

1939 Rover 16 sports saloon, reconditioned, open to any trial or examination; £550.—H. G. Paul, Ltd., 32, Bruton Place, London, W.1. May 0621-2. [4901

1947 Rover 16 6-light de luxe saloon, in black, brown hide upholstery, with radio, exceptionally clean inside and out; owner purchased 75 saloon, accept £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4241

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1938 Rover 20 Sportsman's saloon, one private owner, guaranteed; £465; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4904

ROVER 60 & 75

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 sports saloon, maroon, red leather, 6,000 miles; £1,525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5042

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1948 (Nov.) Rover 75 6-light saloon, black, red leather, Radiomobile P.B. set, 9,000; £1,475.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, Surrey. Est. 1906. Tel. Wallington 3404. [4961

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

1948 Rover 75 saloon, 6-light, black with grey leather, mileage 10,000; £1,400.—H. J. Enston, Ffrith, Nr. Wrexham, North Wales. Tel. Brymbo 317. [5398

ROVER MISCELLANEOUS

TICKFORD, Ltd., offer:—

1948 75 Rover 6-light saloon, 11,000 miles, black, red leather, excellent condition.

1948 (Oct) 60 Rover sports saloon, 6,000 miles, black, grey leather.

1947 (July) 16 Rover sports saloon, 3,000 miles, black, fawn interior.

1946 (Aug) 14 Rover 6-light saloon, 12,000 miles, black, brown leather, radio, many extras, excellent condition.

1946 (Oct) 12hp Rover 6-light saloon, 11,000 miles, black, brown leather, excellent condition.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4747

TOM GARNER, Ltd., offer:—

1947 (Dec.) Rover 12hp saloon, grey with blue leather, 10,000 miles.

1948 Rover 60 saloon, black with red leather, H.M.V. radio, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4764

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SELECTION of all models at attractive prices.

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HENLYS, Ltd., England's Leading Motor Agents. [0029

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1939 black, blue leather interior, cellulose beautifully maintained, lady owner, car very carefully used since new; £535.

CAMDEN MOTORS.—Rover 10hp saloon 1938 6-light 4-door model, attractively finished pearl grey with dark blue leather upholstery in outstandingly clean order, quiet smooth engine with sustained oil pressure, fitted Lucas pass-lights, Fram oil filter; £395.

CAMDEN MOTORS.—Rover 10hp de luxe saloon 1937, original black makers' finish, the appearance of this car is comparable with models of much later date, fitted five brand new tyres; £355.

CAMDEN MOTORS.—Rover 10hp saloon 1934, good solid black coachwork with red leather interior, stylish appearance, modern type instruments; £175.

CAMDEN MOTORS.—Rover 12hp saloon 1936, original finish throughout, runs quietly, fully guaranteed in writing; £245.

CAMDEN MOTORS.—Rover 12hp saloon 1938, in good mechanical order, clean appearance, finished black, just had major works servicing, and thoroughly recommended; £395.

CAMDEN MOTORS.—Rover 12hp sportsman's saloon 1935, in very superior condition for its year, really nippy engine, good brakes and steering; £215.

CAMDEN MOTORS.—Rover 12hp saloon 1939, finished original dark blue cellulose with leather interior to match, very fine mechanically, fitted twin Lucas pass-lights, five brand new tyres; £565.

CAMDEN MOTORS.—Rover 12hp sportsman's saloon 1939, desirable and immaculate car with unblemished exterior and in beautiful mechanical order; £615.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1940, original makers' finish, attractive conditioned coachwork, sound chassis and tyres; £575.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1940, one owner since new, moderate mileage only, stored five years, a really genuine car which can be guaranteed with complete confidence; £645.

CAMDEN MOTORS.—Rover 12hp saloon 1947-8, in condition virtually as new, Speedo reading 9,931 miles, one owner; £975.

CAMDEN MOTORS.—Rover 14hp saloon 1936, a sound car with good engine and bright performance, outstanding opportunity at £275.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1937, finished black with brown hide interior, original cellulose very good chassis, and engine; £345.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon 1937, with large type rear boot, stylish modern appearance and latest type instruments, particularly good performance; £395.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1938, attractively finished in dove grey, very smart appearance, just fitted brand new set of tyres, engine extensively reserviced; £425.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon 1939, black, with green leather, outstanding performance, Ace discs, radio, etc.; £595.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon 1939, in particularly good mechanical order, original cellulose but not quite as immaculate as previous example; £545.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1940, genuine one owner since new and with all late type features similar to 1947 example, makers' chromed embellishers, instruments, etc., magnificent mechanically; £625.

CAMDEN MOTORS.—Rover 14hp sportsman's 4-light saloon 1940, particularly nice example, finished pearl grey with blue leather, late property of works manager local engineering firm; £645.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1946, black, brown leather, whole car very immaculate, Speedo reading under 12,000 miles; £895.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1947, one owner since new, genuine low mileage example, condition like brand new; £995.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1947, similar model to above but slightly higher mileage, finished in black with brown upholstery; £975.

CAMDEN MOTORS.—Rover 16hp de luxe saloon 1939, very impressive vehicle with just that little extra performance over the lower hp models; £575.

CAMDEN MOTORS.—Rover 16hp sportsman's saloon 1939, beautifully finished in immaculate black cellulose, fitted makers' discs, heater, Fram oil filter, and host of other extras; £595.

CAMDEN MOTORS.—Rover 16hp de luxe saloon 1940 in spotless black and chrome exterior with brown hide upholstery, carpets, head lighting and door fillets in superior condition to many post-war examples; £645.

CAMDEN MOTORS.—Rover specialists, Lake St., Leighton Buzzard, tel 2381 and 3115; write for our 18-page post-free list of over 250 fully guaranteed used cars; H.P., exchanges; open till 7.30 p.m. Monday to Friday, till 9 p.m. Saturday; cars delivered free to any part of the United Kingdom. [4991

ROVER MISCELLANEOUS

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

ARNOLD G. WILSON, Ltd., always have available a selection of used Rover cars, all models in exceptional condition; call, write or 'phone; part exchange terms, our well-equipped service station is backed by a complete spares department.
ARNOLD G. WILSON, Ltd., 232 Harrogate Rd., Leeds. 7. Tel. 41014-5. [0020

Rover Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HHENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)
GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030

RROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

CCOOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Road, Guildford. Tel 62907 [6138

WANTED, post-war Rovers, all models.—Send details to:—
ARNOLD G. WILSON Ltd., 232 Harrogate Rd., Leeds. 7 Tel. 41014-5. [0021

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5286

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [5012

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES Rover agents, will purchase any non-Covenant Rover Car.—10, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673

ROVER 10/12 saloon, 1934/36, good order essential; state condition of chassis, body, mileage, lowest spot cash price.—Box 1414 [4633

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

SOUTHAMPTON. Tel. 2313. Rover spares and repairs. —South Western Garage, Marsh Lane, Southampton. [2792

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681. [0068

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

CAR MART, Ltd.

1948 Singer Super 10 saloon, 3,00 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4887

TOM GARNER, Ltd., offer:—

1948 Singer Super 10 saloon, maroon with red upholstery, 9,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4765

£250—1939 Singer 9 Bantam de luxe saloon, clean condition; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5384

GORDON CARS (LONDON), Ltd.—1947 Singer 9hp roadster, red, 13,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1947 Singer 9hp roadster, 15,000 miles, black.—Gordon House, 37/5, Euston Rd., N.W.1. Euston 6611. [4846

£215—Singer Super 10 saloon, 1939; sound throughout; owner taking new car.—Colindale 4189. [4613

1948 Singer Super 10, quite immaculate; £620.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [4196

SINGER 8 4-dr. sal., '51, gd. eng., new tyres, relined brakes; £65 or nr. offer.—89, Carpenders Ave., Carpenders Park, Watford. [4623

1939 Singer sports, recellulosed, reconditioned engine; £285.—Albons Garage, 105-7, Longbridge Rd., Barking, Rippleway 1285. [8693

1949 Singer 9 Roadster, black with red upholstery, condition as new, many extras, low mileage.—Best offer to: Shepperson, Calderstones, Redcliffe St., Sutton-in-Ashfield, Notts. [5412

£295—1938 Singer Super 12 de luxe saloon, stored war one owner since new, in 1947 condition but pre-war quality; terms, exchanges.—Great Western Motors, 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4389

SINGER

£485!!! or nearest; 1947 (Sept.) Singer Super 10 4-door saloon de luxe, leather upholstery, as new, sliding head, immaculate coachwork, excellent mechanical condition, good tyres, one owner since new; terms, exchanges.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5178

245 gns.—Singer 9 (June, 1936) sports 4-seater, red, cream wheels, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5133

Singer Cars Wanted

RROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

CASH immediately for good Singer.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5295

POST-WAR Singer required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0848

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Singers, all models.—Popesgrove 1035. [1591

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SPORTS CARS

BLAKES,

THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.
J. BLAKE & Co., Ltd.,

110 Bold St., Liverpool.
ROYAL 6622. 'Grams Autocar, Liverpool. [3154

CHARACTER CARS offer:—

A STOCK of vintage cars in much above average condition with any one of which you can start the New Year right! Remember, please, this is a garage and we can take them apart, replace things, even put them correctly together again, as well as buying and selling them. The following are thoroughbreds, in good order, at prices you may very easily pay for trash.

1930 Bianchi 11hp open 4-seater, 4-door, leather upholstery, wonderful condition and performance; £85.

1920 40-50 Rolls limousine, mechanically faultless, wheels rebuilt and retyred, occasionals, repainted, a stately carriage and a period piece; £90.

1929 Tractor 12hp 2-seater, bored, sleeved, electrics reconditioned, 6 wheels, cost new £575, copy "Autocar Road Test" available; £145.

1930 O.M. 16hp open 4-seater, new hood, good tyres, recently sleeved, etc., delightful performance; £165.

1928 Hyper Lea-Francis, fitted 1934 Firefly engine, rebodied (alloy), as original T.T. cars, B.R.G. rechromed, new tyres, magnificent; £225.

1947 J.B.M. 2-seater, specially built, Mercury engine, chrome front ends, exceeds 100mph, 6 wheels and tyres, staggering performance, immaculate appearance; £550, or reasonable offer.

CHARACTER CARS, Shandon Rd., Garage, Abbeville Rd., Clapham, S.W.4. Tulse Hill 4505. (5 minutes Clapham South Underground.) [5344

B. & G. MOTORS offer:—

£179—Riley 9 Gamecock sports 2-seater, beige, immaculate car with late type special series engine.

£138—Wolseley Hornet Special 2-4-seater, really fast.

£85—Wolseley Hornet Special sports 2-4-seater, duo green, 5in rev counter, etc., foldflat screen.

£70—Riley 9 open sports 4-seater, sound and reliable.

TERMS, exchanges.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [5234

WOODBAIN CARS offer:—

£255—M.G. 10hp 1937 T type sports 2-seater, engine just completely overhauled, including fitting reground crankshaft, new mains, big ends, etc., etc., paintwork excellent (British racing green), new hood.

£159—M.G. 8hp J2 model, in really spanking order both in appearance and mechanically, only wants seeing.

£159—B.S.A. 10hp Scout 1939 sports 2-seater, a genuine one owner car, polychromatic blue, excellent hood, lovely engine.

£125—M.G. 12hp open sports 4-seater, royal blue and chromium, a very sound, smart, reliable car.

£125—M.G. 12hp Arrow coupe, reliable and sound, excellent tyres.
WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [5235

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn,

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

1939 B.S.A. Scout 10hp 2-seater, 42,000 miles, black with black leather, all-weather equipment in excellent condition, any trial; £275.
WHEELERS (NEWBURY), Ltd., The Broadway, Newbury. Tel. 1020. [4803

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer:—

ALFA-ROMEO 2.3 supercharged 8-cylinder, most attractive coupe, body by Touring of Bromley, negligible mileage, Alfa red, terrific performance.
ALFA-ROMEO 17-50 supercharged Zagato 2-seater, stripped and rebuilt, Alfa red, first registered 1948.
ASTON MARTIN Le Mans short chassis 2-4-seater, choice of two, in excellent condition.
BENTLEY 3½ Park Ward sports saloon, one owner 15 years, in immaculate condition throughout.
BUGATTI type 40 special 2-3-seater, body immaculate condition, large brakes.
BUGATTI type 40 2-seater, large brakes, first-class condition throughout.
BUGATTI 2.3 supercharged 8-cylinder roadster 2-seater, late type aluminium wheels, completely overhauled, maroon and red, registered 1940, as new.
BUGATTI type 50T supercharged, twin overhead camshafts, attractive 2-seater drop head coupe body, first registered 1947 (£10 tax).
BUICK special Eight streamlined saloon, first registered May, 1949, £10 tax, fawn and brown, radio, remote control gearshaft, flasning indicators etc.; whole car literally indistinguishable from new.
DELAGE D.8 super sports streamlined foursome drop head coupe four carburettors, recently overhauled at cost of £300, black and red.
HILLMAN utility car, registered 12.12.47, grey, beautiful condition, speedometer reading 13,000.
M.G. May 1947 T.C., specially tuned by well-known racing firm at great expense, 70mph in third, black and red.
TALBOT 110 streamlined 2-seater, rebuilt at cost of nearly £1,000 this year, holder of long handicap record at 124.72mph, Brooklands 1939, full road equipment.
CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [5539

SPEEDSTERS, Ltd., specialists in sports and racing cars.

SPEEDSTERS, Ltd.—£10 tax, low chassis, 4½ Invicta 2-3-str., recent £1,200 rebuild, the most perfect specimen extant.

SPEEDSTERS, Ltd.—Type C Aston Martin 109mph, special car, bronze head, perfect condition.

SPEEDSTERS, Ltd.—Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill Surrey. Horley 628, 28 mins. from Victoria. [4824

PERFORMANCE CARS, of 21, Dalcham Mews, Beaulie Lane, N.W.3 (Ham. 8707), offer with 3 months written guarantee:—

1946 T.C. M.G. 2-seater, £488; 1933 M.G. Magna Jarvis 2-seater with dickey, £110; 1956 Chrysler 20hp drop head coupe, £160; 1934 Hornet special Malthy drop head foursome, £185; 1947 H R G 1½-litre 2-seater, £700; 1925 Wolseley 10hp tourer, £45; 1928 Sunbeam 16hp saloon, £65; 1933 Alvis 17hp drop head coupe, immaculate, £130; 1929 Alvis 17hp tourer, original, £95; 1934 Alfa-Romeo 1750 2-seater, £350; 1932 Alvis 12/50 utility, £70; 1928 Alvis 12/50 Beetleback 2-seater body rough, £70; part exchange, immediate hire purchase on all cars. See also Riley column. [4354

1931 Wolseley Hornet, Swallow 2-seater body recently sprayed, £100 engine overhaul, excellent tyres, hood and battery, £140 or offer.—Carpenter, Well Nigh, Woodcanstone Lane, Banstead, Surrey. [5309

1939 Morgan 4/4 (1,100 Coventry Climax), 1949 front suspension, new radiator, B.R.G excellent weather equipment, including all-over tonneau, aero screen, new batteries, taxed, 36mpg, immaculate; sell or exchange 1,500 H.R.G.—3, Downs Rd., Westbury-on-Trym, Bristol. [5078

SUPERCHARGED or unblown in 20 minutes!! Two-seater J4 MG completely rebuilt, sleeved, Martlet pistons, new bearings, tyres, axle, battery, etc., reupholstered, Marshal blower fitted; 2 new S.U.s at present unblown; nearest offer £250; hire purchase can be arranged.—Brown, 6, Manor Gardens, Guildford. [5032

THE famous Montefiore-Invicta for sale (described "Motor Sport" Sept. 1939) Corsica 4-seat drop head (maroon), post-war Mercury engine every possible extra, terrific acceleration 100 mph on 25 mpg; domestic reasons compel immediate sale; best over £250 secures.—Alexander, Barons Court, Bishops Ave., N.2. Speedwell 2524. [4665

1948 K.d.F. 2-door saloon, metallic blue special tartan seat covers, this car is an exceptional example, small mileage—cruising speed 55 m.p.h., 40-45 m.p.g.—4-wheel independent suspension, interior heater, special horns and additional speedmaster lamp; can be seen and tried London area; price £385.—Bennett, Tel. Euston 7529 (day). Shurlock Row 260 (evening). [4936

AMILCAR 6-cyl. V. J. Hern offers his well-known ex-Finch sports-cum-racing car for sale, car retained by Owen Finch, just checked over by him and ready for next season's competitions, full sports and racing equipment, whole in superb order; nearest offer to £750; consider exchange modern saloon.—Hern, South Croydon Motors, 444/6/8, Brighton Rd., South Croydon. Uplands 8620. [2503

ANTHONY CROOK offers the fastest sports cars including 130 m.p.h. Veritas, 125 m.p.h. 2-litre supercharged Alta (the ex-Abecassis car, winner of Crystal Palace sports car races, sports car Gold Star, etc.), hardly used since war and recently brought up to Grand Prix modifications by the makers; also numerous B.M.W. type 328; including 1946 built car, last made; hire purchase available.
ANTHONY CROOK, Caterham Hill, Surrey. Tel. 466. [4930

ALTON GARAGE (see also Alvis) offer the following part exchange bargains: £165, 16hp S.S.1 sports tourer, original paint and mats, very clean coachwork, excellent all-weather equipment and tyres; £225, 1946 Austin 8 tourer, in excellent order throughout, maroon; £105, 1935 Vauxhall 12/6, good runner, reliable, black; £125, Sunbeam 20 coachbuilt saloon, very clean; £35, 1930 Armstrong 15 tourer, clean, but no petrol; on the spot hire purchase.—Upbrook Mews, Craven Rd., Paddington 0385. [5174

Sports Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sports cars.—320, Euston Rd., N.W.1. Euston 1212. [0972

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

ULSTER Austin wanted, any condition if original body; ditto type 37 Bugatti.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5402

Sports Spares Wanted

PERFORMANCE CARS buy sports cars and nothing else.—Dalehan Mews, N.W.5. Hampstead 8707. [1660

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

125 gns.—S.S.I. 1936 model 20hp Airline saloon, black, sliding head, leather upholstery, two spare wheels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5134

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

BROWN'S for Standards.

1948 Standard 8hp saloon de luxe, immaculate condition; 440gns.; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5105

GLANFIELD LAWRENCE offer:—

1939 Standard 8 saloon, black, blue leather upholstery; £295.—407, High Rd., N.12. Finchley 0091. [3475

1939 Standard 8, reconditioned throughout; £295. —Haskins. Ladbroke 1155. [5550

225 gns.—1939 Standard 8 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4236

1947 (late) Standard 8 tourer, nice order; £380.—Well Hall Road Garage, Well Hall Rd., Eltham, S.E.9. Eltham 3634. [5389

1939 Standard 8 saloon, excellent condition throughout; £285.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5395

1948 model Standard 8 de luxe saloon, 11,000 miles, fully guaranteed; £450.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [3260

1939 Standard 8hp de luxe saloon, one owner, super condition; £285.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4859

£500 (or near offer) 1947 Standard 8, black saloon, 4,500 miles, excellent condition, one owner, November coupons.—View by appointment to Flaxman 0270. [4708

1948 (April) Standard 8 tourer, equal new, black, guaranteed 7,900 miles; £447/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith, Riverside 2837-8. [5247

1946 Standard 8 saloon, black, leather upholstery, one owner, very low mileage; £425.—Rom Garage & Service Co., Ltd., Gallows Corner, Romford, Essex. Ingrebourne 29. [2755

£60 deposit or £225 cash, 1939 Standard Flying 8 saloon, good condition throughout; open 9-8 weekdays.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [4851

425 gns.—Standard 8 (July, 1946) de luxe saloon, black, sliding head, fawn leather, small mileage, unworn tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Standard 8 (July, 1939) de luxe saloon, black, sliding head, blue leather; good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5143

STANDARD 9

1938 Standard Flying 9 de luxe saloon, guaranteed; £235; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4906

£65.—Standard 9 4-door saloon, 1932; 3 months' written guarantee; £65.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 8532. [5327

125 gns.—Standard 9 1933 4-door saloon, black, sliding head, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5144

£325.—Standard 9 4-door de luxe saloon, grey with blue hide upholstery, genuine mileage 30,000, in exceptional condition; must be seen to be appreciated.—J. Davy, 9, Logan Place, Earls Court Rd, Western 6495. [5362

STANDARD 10

10hp Standard Flying saloon, almost new in appearance, bills for major overhaul, 1940 model; £365. WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [4678

1939 Standard Flying 10 de luxe saloon, one owner, guaranteed; £275; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4905

£295.—Standard 10 1939 4-door saloon, excellent original cellulose, leather interior, sliding roof; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [5424

STANDARD 12

WEMBLEY COURT MOTORS offer:—

1947 Standard 12 saloon, black, one owner, as new throughout; £625.—High Rd., Wembley. Arnold 5221-2. [5415

MEBES & MEBES, Ltd.. (Est. 1893), offer:—

1936 Standard 12hp heavy flying de luxe four-door saloon, grey, blue hide upholstery, coachwork, mechanical condition and tyres excellent, taxed; £285.—The Broadway, Mill Hill, N.W.7. Mil. 2040. [4485

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [5363

GATEHOUSE offer 1948 (Oct.) Standard 12hp drop head coupe, 6,000 miles; £795.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4686

1948½ Standard 12 saloon, genuinely unmarked, 12,000, one owner; nearest £725.—39, Pinetree Ave., Leicester. Tel. 28007 [5046

STANDARD 12

1948 Standard 12 saloon, one owner, immaculate; £675.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. [5066

1946 Standard 12hp saloon, 18,000 miles, grey, with blue leather, in immaculate condition; £550.—The Warren Motor Co., 353, Euston Rd., N.W.1. Euston 7751. [5030

295 gns.—Standard 12 1938 de luxe 4-door saloon, black, sliding head, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5145

1948 Standard 12 drop head coupé, one careful owner from new, genuine mileage 11,000, finished in black with brown leather upholstery; £735; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5359

STANDARD 14

PHILIP RICKARDS, Limited offer:—

1946 Standard 14 saloon, 24,000 miles; one owner. —4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. [4785

1947 Standard 14 drop head coupe, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5221

1946 Standard 14 saloon, black, blue leather, interior covers; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5244

1948 Standard 14 saloon, unquestionable condition. —Autowork, Ltd., Winchester. Tel. Winchester 4834. [4774

1946 (June) Standard 14 saloon, black, beige leather, 18,000, a genuine car; £555.—Tel. Mr. Bareham, Bury St. Edmund's 533. [4799

1948 Standard 14hp saloon, black, blue leather, 10,000 miles, one owner; £765.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4858

1948 (August) Standard 14 saloon, grey-red leather, one owner, 13,000 miles; £775.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [5217

CENTRAL GARAGE, Croydon, offer 1948 Standard 14 saloon, 6,600 miles, black with fawn leather upholstery, one owner; £825.—Central Garage. Tel. Croydon 7464. [5063

£175.—Standard 14-6, engine, gear box, brakes overhauled, good tyres, excellent order throughout.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5394

1948 (May) Standard 14 de luxe saloon, colour black with red leather upholstery, mileage 7,510, taxed December 31st, a genuine car.—A. L. MacVittie, Malvern. Tel. 300. [4572

1946 Standard 14 saloon, colour black with fawn leather upholstery, this car is in every way up to "R. & M." standard, subject to £10 tax.— A. L. MacVittie, Malvern. Tel. 300. [4573

1947 (December) Standard 14hp saloon, black, one owner, faultless mechanically and immaculate in bodywork, under 20,000; seen by appointment; taxed March 30th; £700, no dealers.—Tel. Gro. 1603. [4852

595 gns.—Standard 14 (July, 1946) foursome drop head coupe, black, fawn leather, one owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5146

1937 Flying Standard 14hp saloon, in black with blue upholstery, bench-type seating, reconditioned engine, whole car completely reconditioned and rewired, excellent tyres, appearance as new; £350.—"Seven Days." Water End, Hemel Hempstead, Herts. Tel. Water End 20. [5409

STANDARD VANGUARD

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

STANDARD MISCELLANEOUS

CAR MART, Ltd.

1948 Standard 14 saloon, 5,000 miles; £865.

1948 Standard 12 drop head coupe, 2,000 miles; £895.

1947 Standard 12 saloon, 23,000 miles; £695.

1946 Standard 8 drop head coupe, 10,000 miles; £495.

1948 Standard 8 saloon, 12,000 miles; £535.—Car Mart. Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4888

1948 Standard drop head coupe, 9,000 miles, immaculate; £495.—Below.

1947 Standard 8 saloon, beautiful order; £455.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [4192

GORDON CARS (LONDON), Ltd.—1948 Standard 14hp saloon, black, red leather, 11,000 miles, spare unused.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 12hp saloon, black, fawn, nominal mileage.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4847

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0989

GATEHOUSE MOTORS are regular buyers of good clean Standard cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4691

Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Standards, all models.—Popesgrove 1035. [1590

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S&T

SERVICE and spares for all models.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelroes Garage, Highbury Gardens, N.5. Canonbury 3190. [0294

STANDARD and Triumph spare parts place your orders with John Kaye (Leeds), Ltd., 18, New York Rd., Leeds, 2. [0301

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph; sales service, spares, reconditioned units.—Uxbridge Rd. Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard, Vanguard, and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [0367

HALLS (Finchley), Ltd. have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months: Girling-Bendix stockists.—Aldridge Av., Finchley, N.3. Finchley 5908-9. [0002

STUDEBAKER

OVERSEAS CARS, Ltd

1939 26.3 Studebaker Commander touring saloon, black-red leather, mileage genuine 19,000 only, excellent condition throughout; £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3496

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 (July) Studebaker President 30hp Salmons cabriolet, black; £250.—Portsmouth Rd., Guildford. Tel. 62907. [7577

1941 Studebaker President de luxe saloon, 2-door, 7-seater, with space available for further 2 seats, 2 private owners only since new, 27,000 miles, fitted with every conceivable extra, including hillholding, heater, air conditioning, radio, this is the most attractive American car of its year we have ever purchased and interior is almost like new; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5061

Studebaker Cars Wanted

1939/1947 low mileage Studebakers required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4959

SUNBEAM-TALBOT

CAR MART, Ltd.

1948 Sunbeam-Talbot sports saloon, 1,000 miles; £1,495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4889

TOM GARNER, Ltd., offer:—

1948 Sunbeam-Talbot 80 sports saloon, copper bronze with red leather, 4,500 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8265-6. [4766

BROWN'S for Sunbeam-Talbots.

1947 (Dec.) Sunbeam-Talbot 10hp drop head foursome coupe, low mileage, immaculate condition; 740gns; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5099

WARWICK WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloon, silver green, buff leather, 3,000 miles; £1,225.

1948 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 7,000 miles; £1,225.

1948 Sunbeam-Talbot 2-litre saloon, gunmetal grey grey cloth, 7,000 miles; £1,095.

1948 Sunbeam-Talbot 90 saloon, black, fawn leather, 12,000 miles; £1,350.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5043

ALLAN TAYLOR MOTORS, Ltd., offer

1939 Sunbeam-Talbot drop head coupe, 25,000 miles, excellent condition; £435.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [5355

1949 model Sunbeam-Talbot 80, gunmetal grey, 9,000 miles; £1,045.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [5391

1948 Sunbeam-Talbot 2-litre saloon, metallic grey, low mileage; £895.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [5316

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 2-litre saloon, ruby, fawn cloth, 14,000 miles. —Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp Special drop head coupe, black, 3,800 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4849

SUNBEAM-TALBOT

SUNBEAM-TALBOT 10 saloon 1948, 9,000 miles, as new; £875.—Pantiles Service Garage, London Rd., Burpham, Guildford 5326. [4653

1948 Sunbeam-Talbot 10 saloon, 7,000 miles, radio, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4769

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, black with fawn leather, speedo reading 10,415 miles, condition as new; £785.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsman's saloon, 1940, clean condition and good mechanical order, identical features to post-war example, outstanding value for money; £465.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, black, fawn leather interior, very immaculate cellulose; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, finished metallic grey with red leather, brand new mohair top, very economical; £465.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports model, 1939, finished deep maroon, red leather, fast, excellent tyres; £435.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsman's saloon, 1939, in excellent mechanical order, clean, neat appearance; £425.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1938, finished metallic grey, good hood and tyres, runs very well; £325.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsman's saloon, 1938, finished black, brown leather interior, understood to have had complete maker's overhaul recently; £355.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938, original maker's finish, carefully stored during war, taxed half rate since 1947; £345.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, finished pearl grey with grey leather upholstery, has had extensive re-servicing in our workshops, and in fine mechanical order throughout, good hood; £435.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports tourer, 1939, nice example with clean unmarked coachwork, and particularly fast; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sportsman's saloon, 1940, in immaculate condition, finished metallic grey with grey leather, particularly outstanding performance with consistently high cruising speeds, similar features to post-war example; must be seen and driven to be appreciated; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsman's saloon, 1940, literally unblemished and completely original throughout, even to the mats; condition very much superior to many post-war examples, speedo reading only 23,400 miles; car chauffeur maintained by wealthy family with two other cars in use; £575.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard. 'Phone 2381 and 3115. Write for our 18-page post-free list of over 250 fully guaranteed used cars. H.P., exchanges. Open till 7.30 Monday to Friday, till 9 p.m. Saturday. Cars delivered free to any part of the United Kingdom. [4992

983 miles.—A 1947 2-litre Sunbeam-Talbot 4-seater sports touring car, in every way equal to new.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [4813

1949 Sunbeam-Talbot 90 saloon, as new, 7,000 miles; H.M.V. wireless and heater; grey; £1,195.—Inkley, 38, High St., Skegness. Phone 528 after 6p.m. [4635

1947 (January) Sunbeam-Talbot saloon, 10hp, fitted radio, grey, absolutely unmarked and as new; £745.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5080

1939 Sunbeam-Talbot 10hp saloon de luxe, black, first-class order throughout; new tyres, any trial; 395gns; H.P. terms and part exchanges.—Hermit Coachworks, 250, Belsize Rd., N.W.6. Mal. 1341. [5222

1939 Sunbeam-Talbot 10hp saloon and an outstanding car both mechanically and coachwork, must be seen to be appreciated; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. [3529

1946 (October) 10hp Sunbeam-Talbot 4-door sun saloon, black with brown leather upholstery, carefully maintained and serviced, 14,000 miles; £725.—Mr. Sanders, The Portland Hotel, Kent Rd., Southsea, Portsmouth 216511. [4292

LATE 1940 Sunbeam-Talbot, Thrupp & Maberly 5-seater limousine with division, 26hp 4-litre, radio and many extras, completed 45,000 miles, immaculate condition, chauffeur driven and maintained.—For further details 'phone Bray, Pad. 7040. [4804

725 gns.—Sunbeam-Talbot June, 1947, 10hp 4-door sports saloon, gunmetal, Philco radio, very carefully used, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5135

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154 Gt. Titchfield St., W.1. Langham 0012.

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 44558. [0462

Sunbeam-Talbot Cars Wanted

PRIVATE purchaser requires 1939 Sunbeam-Talbot 10hp, drop head preferred.—Details to Stilwell, 54, Summercourt Rd., Westcliff-on-Sea. [5306

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0099

Sunbeam-Talbot Spares and Service

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4590. [7665

TALBOT

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column Advert. No. 5336. [5343

1936 105 Talbot Speed sports saloon, a most outstanding example of this model, maintained by us in 100% condition.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4814

1935 105 sports tourer, laid-up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £275.—Campbell Symonds, Wembley 6262. [4490

1931 Talbot 17 coupe, this car has had only two owners since new, and is in superb condition; £145; terms, exchanges.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3260, 3769. [5193

£245.—Talbot 75 short chassis sports saloon, registered 1934, black, chauffeur driven, carefully maintained, in superb condition; extras include fitted travelling trunk and easy jacking system; a car that must be seen to be appreciated.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [5211

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

Talbot Spares and Service

PRESELECTOR gear box service, recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0782

TRIUMPH

NEWNHAMS, Ltd.

1949 2000 model Roadster, bronze, under 2,000 miles; B.M.T.A. consent.

1947 1800 saloon, grey with blue, very carefully used; £895.

1939 1½-litre Dolomite sports saloon, very exceptional car; £435.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1648

CAR MART, Ltd.

1948 Triumph 1800 Town and Country saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4890

BROWN'S for Triumphs.

1946 (Dec.) Triumph 14hp razor-edge saloon de luxe, low mileage, radio, immaculate condition; 795gns.; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5102

TOM GARNER, Ltd., offer:—

1948 Triumph 1800 razor edge saloon, black with beige leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4767

H. W. MOTORS, Ltd., offer:—

1948 Triumph 1800 Roadster coupe, metallic grey, blue leather, one owner, Ferranti radio, mechanical condition exceptionally good; £795.

PART exchange and deferred terms.

H. W. MOTORS, Ltd. Walton-on-Thames 783 and 1437. [4864

CHARLES FOLLETT, Ltd., offer:—

1949 Triumph razor edge saloon, gunmetal, grey leather, 1 owner, 10,000 miles, condition as new; £1,175.

1949 (June) Triumph 2000 Roadster, gunmetal, grey leather, 1,584 miles only, car as new throughout, B.M.T.A. permission to sell; £991 plus 10% handling charge.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [4927

McKINNON MOTORS, Ltd., offer:—

1949 (Feb.) Triumph 2000 Roadster coupe 18hp, green, cherry red leather, one owner, mileage 8,000, B.M.T.A. consent, two chromium fog lamps and Fort Dunlops fitted; £1,015; trade enquiries welcomed.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, Surrey. Est. 1906. Tel. Wallington 3404. [4964

WARWICK WRIGHT, Ltd., offer:—

1948 Triumph 1800 R.E. saloon, gunmetal grey, grey leather, 5,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5044

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1947 Triumph Roadster, black and beige, 11,000 miles; £760.—Campbell Symonds, Wembley 6262. [4491

GORDON CARS (LONDON), Ltd.—1949 (January) Triumph 2000 Roadster, green, red leather, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, cream, blue leather, 6,000.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4850

TRIUMPH 1947 Roadster, immaculate condition, one owner; £800.—Harding, Eriswell House, Burwood Park, Walton-on-Thames. [5408

1939 Triumph Royal Dolomite saloon, perfect, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5159

£1050.—Triumph 14hp razor-edge saloon (Dec. 1948); black with fawn leather; 5,000 miles; heater; as new.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [4746

TRIUMPH

£125.—1934 (October) Triumph 10hp de luxe saloon, black hide interior, excellent runner, original cellulose.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6480. [5381

1948 (Dec.) Triumph 1800 Razor Edge saloon, immaculate throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4771

9200 miles.—1948 (Oct.) Triumph saloon, black, H.M.V. radio (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.), 95. [5264

145 gns.—Triumph Southern Cross, Sept., 1934, 10hp sports saloon, duo-green, sliding head, green leather, freewheel, good tyres; terms, exchanges.—Rowland Smith, below.

895 gns.—Triumph 1800 1948 Roadster, gunmetal, blue leather, H.M.V. radio, 15,000 miles, unworn tyres, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below.

895 gns.—Triumph 1800 July, 1947, supercharged roadster, apple green, leather upholstery, Nordec blower, Notek lamps, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5136

TRIUMPH 1800 razor edge saloon, 1947, magnificent condition; written guarantee; exchanges, terms: £885.—Swanmore Garage, 1176 Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [4725

DECEMBER, 1948, Triumph razor-edge saloon, in gunmetal, grey leather upholstery open to any examination; accept £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5162

ROSE & YOUNG, Ltd., offer 1948 Triumph 1800 roadster, finished black, mileage 5,000, as new; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1853

1938 Triumph Dolomite in superb condition, recently had reconditioned engine, in perfect mechanical condition, beautiful appearance really perfect car; £425.—Simpson's Motors, Bushey Heath 1997.

TRIUMPH 1800 drop head coupe, 3 seats across front, radio, 1948, positively 200 miles only, just free of covenant; written guarantee; exchanges, terms; £1,075.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [4723

1948 (May) Triumph 1800 Roadster, grey, blue upholstery, twin fog lamps and other extras, mileage under 10,000, carefully run in and maintained, showroom condition; 950gns.—Yates. Tel. Chancery 7385 (office). Home Nettlebed 314. [4754

Triumph Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

POST-WAR Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0849

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [0182

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Triumphs, all models.—Popesgrove 1035. [1594

Triumph Spares and Service

S & T SERVICE and spares for all models

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd., St. John's Wood N.W.2. Maida Vale 9114.

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

RESTORE power performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, Hizh Rd, Leyton E.10. [0342

UTILITY CAR

KING'S AUTOS

HILLMAN 21hp shooting brake, 4-door and rear boot, 2 bench type seats forward, 2 occasional seats rear, ash body splendid opportunity at £275. 5 other utilities and shooting brakes in stock.

ENGLAND'S easiest hire-purchase terms

KING'S AUTOS, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3536-7. [4203

MONTROE MOTORS offer:—

1948 Jowett Bradford utility, 6,000 miles; £485.

MONTROE MOTORS (N. H. BOSWELL), 91, Epping Rd., Buckhurst Hill. Buckhurst 5175. [5332

JACK STONE & SON offer the following utility shooting brakes:—

1947 Morris 12hp 6-seater; 1947-8 Ford Mercury 6-8-seater; 1938 Terraplane 22hp 6-8-seater; 1946 Ford 8hp 5-seater; many others; cash or ¼ deposit, balance 1, 2, 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054/5, 2276/7. Insurance Dept., Putney 8241 and 7450. [4865

1947 Alvis utility in superb condition throughout, very smart bodywork; one owner; mileage 14,000.

KEVILL-DAVIES & MARCH Ltd., 41/42, Hay's Mews, Berkeley Square, W.1. Gro. 2563. [3025

JOWETT Bradford utility van, 8hp, 10cwt, 1948, one owner, exceptional condition; £385; terms, exchange.—Primrose 2647 [5257

CENTRAL GARAGE, Croydon, offer 1948 Hillman estate car, grey, small mileage; £595.—Central Garage. Tel. Croydon 7464. [5065

ROVER (Landrover) just ex-covenant, 13,500 miles, 27 mpg; spare unused decarbonised 10,100 miles; registered private and goods; generous red petrol allocation; 1st settlement £555.—49, Albert Ave., Glasgow S.1. [3646

UTILITY CARS

BRADFORD utility, 1948, in perfect condition; sell £425, or exchange '48-9 car, Ford acceptable; cash adjustment.—Tel. Stamford Hill 4620 between 6-7 p.m. [5403

1948 (June) Hillman estate car, genuine 8,000 miles, carefully maintained, spare unused; £635.—G. E. Harper, London Rd., Stevenage. Tel 81 & 600. [4648

1949 (January) Land Rover, small mileage and very carefully used, any trial; best offer or part-exchange 5/10cwt van.—Manard Poultry Farm, Downham, Billericay, Essex. [5317

1936 Buick utility, excellent condition.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [5352

1947 (November) Bradford 4-seater de luxe utility, genuine 8,600 miles, 3 months' guarantee; £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Batterses 1166. [4808

£47/10.—Humber late 1933 utility van, good tyres, very exceptional condition, finished cream and brown; exchange motor cycle.—Dilley, 283, New North Rd., London, N.1. Can: 2968. [5182

1947 (May) beige Alvis estate car, 15,000 miles only, fine bodywork by Banards of Norfolk, heaters, demisters and frosters, Philco radio; offers.—W. B. Barker, 3, Waterloo Rd., Burslem, Stoke-on-Trent. [4667

£195—1936 model Chevrolet coachbuilt Utility, immaculate vehicle and mechanically perfect; terms, exchanges.—Great Western Motors, 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4388

1948 (June) Morris Utilecon, all-metal body, goods and private, seat seven, fold into floor; rating 1,547cc; unladen weight 1 ton 2cwt; colour beige, 12,000 miles; excellent condition; what offers?—Replies Box No. 1495. [5052

8hp upwards, utilities in stock from £285; utilities built to own specification; own chassis if desired; any conversion carried out on any vehicle; keen prices.—Mitre Motors (Croydon), 39, 41 & 43, Canterbury Rd., West Croydon. [0025

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brake or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [3127

895gns.—Riley (1947 (reg. Feb., 1948) 1½-litre shooting brake 4-door 5-seater, coachbuilt, natural timber body, wings and bonnet finished duotone fawn, glass all round, drop tail board, 12 sq ft interior luggage space, small mileage, very carefully used, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5149

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0093

VAUXHALL 10

BROWNS for Vauxhalls.

1946 (Oct.) Vauxhall 10hp saloon de luxe, low mileage, immaculate condition; 475gns; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5103

WEMBLEY COURT MOTORS offer:—

1946 Vauxhall 10 saloon, black, in excellent condition throughout, bargain; £550.—High Rd., Wembley. Arnold 5221-2. [8414

VAUXHALL 12

TOM GARNER, Ltd., offer:—

1948 Vauxhall 12hp saloon, black with brown upholstery, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4766

H. A. SAUNDERS, Ltd., offer:—

1947 Vauxhall 12 saloon de luxe, 7,900 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5436

VAUXHALL 12, Aug. '47, ex. cond.; 38,860 miles.—Please submit sealed tenders to H. J. Klare, Box 1415. [4636

1946 12hp Vauxhall saloon, one owner, reconditioned engine fitted within month, black, brown leather; £565.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5246

1939 model Vauxhall 12 de luxe saloon, black, in excellent condition, including tyres, paintwork; £355.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2637-8. [5250

640gns.—1948 Vauxhall 12 saloon de luxe, nominal mileage, carefully maintained, any trial.—G.F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [8891

1939 Vauxhall 12 4-cylinder sun saloon, grey, red leather, reconditioned by us and in perfect working order throughout, three months' written guarantee; £385.—Maycroft Motors, 24, Lynton Rd., Crouch End, N.8. Mountview 4871. [5188

VAUXHALL 14

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall 14 saloon de luxe, 4,500 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5436

WANSTEAD MOTORS, Ltd., offer:—

1947 (November) Vauxhall 14, 14,000 miles, black, brown leather; £745.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [3267

GLANFIELD LAWRENCE offer:—

1937 Vauxhall 14 touring saloon, black, red leather upholstery; £325.—407, High Rd., N.12. Finchley 0091. [3472

1948 Vauxhall 14 saloon, with radio, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4954

VAUXHALL 14

RAYMOND WAY, the hire purchase specialists!

229gns.—1938 Vauxhall 14 de luxe saloon.

269gns.—1937 Vauxhall 14 drop head foursome coupe.

5% discount for cash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 line.). Hours 9 a.m. to 7 p.m. (week-days).

1938 Vauxhall 14 saloon, metallic grey, first-class order; £315; also

1937 Vauxhall 14 touring saloon, black, very clean; £265.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4467

GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14hp saloon, black, brown, 11,000 miles.—Gordon House, 573, Euston Rd., N.W.1. Euston 6611. [4848

VAUXHALL 14hp Wingham cabriolet, late 1938, completely overhauled engine, very good outward appearance; offers.—29, Pollards Hill West, S.W.16. Pol. 3021. [4973

1948 Vauxhall 14hp, blue leather, mileage 4,000 left-hand drive; £725; trade enquiries invited.—H. C. Paul, Ltd., 32, Bruton Place, London, W.1. May. 0821-2. [6790

£750—1948 Vauxhall 14, black with brown leather upholstery, fitted heater, one owner, small mileage.—J. Davy, 9, Logan Place, Earls Court Rd. Western 6493. [5365

VAUXHALL 1946 14 saloon, black, brown leather upholstery, tyres as new, brand new factory engine fitted recently, perfect condition, one owner; £595 for quick sale.—Tel. Hainault 2727 after 8 p.m. [4819

1946 Vauxhall 14hp saloon, maroon, brown leather, has run 16,000 miles only since new, coachwork and mechanical condition faultless, fitted radio; £650.—The Warren Motor Co., 353, Euston Rd., N.W.1. Euston 7751. [5028

H. F. EDWARDS offer 1947 Vauxhall 14 de luxe saloon, black with brown leather interior, immaculate car used by director of this firm and most carefully maintained; thoroughly recommended and offered with written guarantee at £710; exchanges, terms.—154, Gt. Titchfield St. (near Gt. Portland St.), W.1. Langham 0012. [5269

VAUXHALL 25

1937 (August) Vauxhall 25 Wingham cabriolet, rebored, resprayed, perfect condition; £245; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [4737

1939 (March) Vauxhall 25 saloon, finished blue, chromium, blue leather interior, absolutely immaculate, thoroughly recommended; £525; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5275

VAUXHALL WYVERN & VELOX

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5437

WARWICK WRIGHT, Ltd., offer:—

1948 Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5045

1948 Vauxhall Velox, black, 4,000 miles; £895.

W. T. DUNN, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [5375

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 model (Oct. 1948) Vauxhall Velox saloon, black, 6,500 miles, one owner, built-in radio; £875.

1948 (Sept.) Vauxhall Velox saloon, 9,000 miles, grey, one owner since new; £845.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [4683

GATEHOUSE offer 1948 (Nov.) Vauxhall Wyvern, 5,000 miles; £850.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4685

1948 Vauxhall Velox, black, 10,000 miles; £825.—Tel. Pop. 5878. [5308

1948 Vauxhall Velox saloon, 3,400 miles, black, brown leather.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5245

VAUXHALL Wyvern, 1st January, 1949, black, loose covers; £775.Martin, Pinner 2911. [5350

VAUXHALL Velox, Dec. 1948, black with radio, 10,000 miles, carefully used: £875.—Lab. 1538. [4612

1949 (Jan 2nd) Vauxhall Velox, black, 9,500, as new; £845.—Caws, 29, Pinetree Ave., Leicester. Tel. 28007. [4616

1948 (Nov.) black Velox, 4,000 miles, perfect condition; offers.—Goldinz, 17, Clifton Ave., Hanworth, Middx. [4969

1948 (Nov.) Vauxhall Wyvern 12hp saloon, 8,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [4775

1948 Vauxhall Velox saloon, 900 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4955

1948 Vauxhall Velox, heater, radio, 5,000 miles, one owner; £875.—Broadway Motors, 57, High St., Hounslow. Tel. 0175. [4218

£825—1949 Velox, registered December '48, black, brown leather, 8,000 miles.—West, 18, Raydean Rd., Barnet. Barnet 6021. [5026

£850—Vauxhall Velox, Oct., 1948, grey with blue hide, 5,000 miles.—J. Davy, 9, Logan Place, Earls Court Rd. Western 6493. [5363

£895!—1949 Vauxhall Velox, black, brown leather, just covenant free, condition as new, 4,850 miles, radio, heater; first deposit secures.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. [4994

1949 (Jan.) Vauxhall Velox saloon, leather, 6,000 miles, new condition; £865.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5179

VAUXHALL, WYVERN & VELOX

1948 Velox Vauxhall, 4,000 miles, radio and heater; £895.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3577-6970. [3356

1949 (Jan. regd.) Vauxhall Velox saloon, one owner, mileage under 7,000, black with brown interior, fitted radio, beyond criticism; £885.—Wilmott's Garage, Bognor Regis. [5311

1949 Vauxhall Velox saloon, as new, out of covenant Jan.; 5,000 mls; radio, heater, car covers, and other accessories; £950.—A. Taylor, 2 Tottenham Rd., London, N.1. Cls. 3716. [3877

1948 (Dec.) Vauxhall Velox, 4,000 miles, genuine show model, heater and radio; £895.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762. [5938

1948 (Sept.) Vauxhall Wyvern, finished green, fitted heater, the whole car in new condition; choice of 2; trade enquiries invited; can be seen and tried at B. S. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [5327

NAYLOR & ROOT, Ltd.—1948 Vauxhall Velox saloon, black, grey upholstery, 5,000 miles, unblemished; £875; three months guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Open 9-6 each week-day including Saturday. [5003

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114 Wardour St., W.1. Gerrard 4363. [0017

CAR MART, Ltd.

1948 Vauxhall Velox saloon, 2,000 miles; £925.

1948 Vauxhall 12 saloon, 4,000 miles; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4891

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 (October) Vauxhall Velox, 5,000 miles, radio, heater, perfect.

1948 (November) Vauxhall Velox, 4,700 miles, heater, as new.

1946 12hp Vauxhall, very clean exterior and sound mechanical condition.

1946 Vauxhall 12hp, reconditioned engine, back axle overhauled, smart appearance.

ALWAYS a good selection of used Vauxhalls in stock, H.M.L. will purchase for cash all Vauxhall cars, including latest models. [4065

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737, Gregory's of Uxbridge. [0039

VAUXHALL Grosvenor limousine 27hp, perfect condition throughout, low mileage, chauffeur kept; £485.—Chauffeur, 6, Pont St. Mews, Chelsea, S.W.1. Ken. 4228. [4706

BROADWAY MOTOR Co. now have several hand-picked second-hand Vauxhall cars to offer.—Liberty 2494 (ask for Mr. Sullivan), 3-13, Russell Rd., Wimbledon, opposite Wimbledon Theatre. [5349

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models, carrying full warranty; your inspection invited. [0285

£57/10.—Vauxhall Cadet foursome drop head coupe, June, 1933, new tyres, no smoke, good oil pressure, quiet engine, gears and rear axle, smart appearance, ready for immediate use, taxed and insured.—Garrad Motors, 132b, Uxbridge Rd., W.7. Ealing 4635. [5300

Vauxhall Cars Wanted

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THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0073

SSHAW & KILBURN, Ltd. Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114 Wardour St., W.1. Gerrard 4363. [0018

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0094

GATEHOUSE MOTORS are regular buyers of good clean Vauxhall cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [4692

CASH immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5296

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5378

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Frobisher 0063, 0929. [0479

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams: Autospare, Wimble, London. [0635

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0581

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

Vauxhall Spares and Service

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford. Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravensborne 2634. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VAUXHALL main dealers, specialists in repairs and servicing; immediate delivery of factory rebuilt engines, large stock of spares; also exchange service of reconditioned units, including suspension units.—Kingston Hill Motor Works, Ltd. Tel. Kingston 3116. [3842

VETERAN CARS

RENAULT, Phœnix, F.M., Brennabor and others for sale.—Welham's, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0201

Vintage Cars Wanted

WANTED, open Rolls-Royce about 1922-26, purchaser arriving England July 1950; cheap and serviceable.—Sparks, H.M. Prison, Kingolwira, Tanganyika. [4699

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Official distributors S. England. Sales, service and spares. [0373

1948 saloon, small mileage, metallic blue and special tartan seat covers, whole car in exceptional condition, very economical yet cruise all day at 55 m.p.h.; can be seen and tried London area; £385.—Bennett. Tel. Euston 7529 (day). Shurlock Row 260. (evening). [4937

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors for Wolseley cars.

1938 25hp Wolseley saloon, black, brown leather upholstery, 36,000 miles; £425.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [3157

CAR MART, Ltd.

1947 Wolseley 10 saloon, 21,000 miles; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [4892

B. N. WHITE-SPUNNER, Ltd.

1938 Wolseley Super Six 25hp saloon, in black with brown leather, excellent condition; £430.

B. N. WHITE-SPUNNER, Ltd., Rootes Group Main Dealers, London Rd., Isleworth. Tel. Hounslow 2552 and 2554. [4669

GLANFIELD LAWRENCE offer:—

1939 Wolseley 16, black with brown leather upholstery, resprayed, excellent condition throughout; £525.—407, High Rd., N.12. Finchley 0091. [3470

H. A. SAUNDERS, Ltd., offer:—

1947 Wolseley 8 saloon de luxe; £565.

1938 Wolseley 12 saloon de luxe, immaculate; £445.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5440

PHILIP RICKARDS, Limited offer:—

1948 Wolseley 18hp saloon, green/brown leather upholstery; ace discs; 6,000 miles.—4, Brick Street, Park Lane, London, W.1. Gros. 4772-3. [4783

1947 Wolseley 14hp saloon, black, low mileage; £835.

1948 Wolseley 14hp saloon, black, low mileage; £895.

W. T. DUNN, Ltd., 307, Euston Rd., N.W.1. Eus. 3105. [5373

WOLSELEY Hornet sports 2-seater, 1931, well-maintained reliable; offers over £75.—Box (Amersham) 1447. [4658

BEARTS of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0085

21 Wolseley saloon, 1936/7, first-class condition, recently completely overhauled, private owner; £450.—Welbeck 9247. [3727

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [4209

1938 Wolseley 14 saloon, excellent, guaranteed; £340; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5160

1938 Wolseley 25hp saloon, £250 overhaul; £500.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8469

CASG'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [5088

1948 Wolseley 14, 5,000 miles, immaculate; £995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577, 6970. [4504

£350—1938 Wolseley 18 de luxe saloon, one owner, black, brown hide interior, clean condition, recent reconditioned engine.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [5385

1939 Wolseley 14 saloon, recon. engine, outstanding condition; £495.—Peter Bantock, 37/39, King St. Parade, Twickenham. Popesgrove 7447. [3524

ROSE & YOUNG, Ltd., offer 1939 Wolseley 10 saloon; £296.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1146

HILLWOOD MOTORS.—1947 Wolseley 18, in first-class condition, black/brown leather; £725.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [5369

WOLSELEY

225 ens. each.—1937 Wolseley 14 de luxe saloon, good condition; also 21hp ditto, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [4235

5000 authenticated miles.—1948 Wolseley 8 sunshine saloon, black, indistinguishable new; bargain.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [5195

1946 (Nov.) Wolseley 18 saloon, moderate mileage, in excellent order throughout; £650.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [3358

CAMDEN MOTORS.—Wolseley 8hp de luxe saloon, 1948, genuine mileage 5,421 miles, one owner, condition absolutely immaculate throughout, finished maroon, fawn leather; £615.

CAMDEN MOTORS.—Wolseley 12hp foursome drop head coupe, 1937, black, blue leather upholstery, reconditioned engine and full overhaul at cost of over £220, no mileage since, excellent hood and tyres; £345.

CAMDEN MOTORS.—Wolseley 12hp saloon, 1938, with large type body as 14hp type model, very attractively finished in dove grey with blue leather, engine recently reserviced and thoroughly checked over, fitted new battery, 4 new Dunlops; £395.

CAMDEN MOTORS.—Wolseley 14hp de luxe saloon, 1937, black, green leather interior, beautifully clean condition, fitted Ace discs, quiet smooth engine; £295.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1938, original cellulose, outstanding condition, 5 new tyres, very sound mechanically.

CAMDEN MOTORS.—Wolseley 14hp de luxe saloon, 1939, in really sound order throughout, clean cellulose and leather, very good tyres; £445.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1939, original black cellulose, brown leather interior, privately owned since new (2 owners only); £465.

CAMDEN MOTORS.—Wolseley 14hp de luxe saloon, 1939, one owner, stored war years, moderate mileage only, whole car very carefully maintained; £465.

CAMDEN MOTORS.—Wolseley 14hp de luxe saloon, 1940, immaculate condition, fitted radio and heater, etc.; £525.

CAMDEN MOTORS.—Wolseley 14hp saloon, 1947, registered June 30th, late property of London professional gentleman, sole owner since new, car properly chauffeur maintained and in very immaculate condition throughout, speedo. reading 11,942 miles; £795.

CAMDEN MOTORS.—Wolseley 16hp de luxe saloon, 1935 good solid car with sound black coachwork and clean leather interior, runs nicely, absolute gift; £125.

CAMDEN MOTORS.—Wolseley 25hp series III de luxe saloon, 1938, capacious and imposing vehicle, fitted genuine works reconditioned engine, very exceptional mechanical order.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 3115 and 2381. Write for our 18-page post-free list of over 250 fully guaranteed used cars; h.p., exchanges. Cars delivered free to any part of the United Kingdom. Open till 7.30 p.m. Monday to Friday, till 9 p.m. Saturday. [4990

245 ens.—Wolseley Hornet 1936 12hp de luxe 4-door saloon, black, sliding head, brown leather. Easy Clean wheels, excellent condition; terms, exchanges.—Rowland Smith, below.

225 ens.—Wolseley Super-Six (May, 1938) 21hp (fitted 25hp engine) de luxe 4-door saloon, black, sliding head, brown leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5147

1938 Wolseley 14, mechanically perfect, coachwork and interior immaculate, most beautiful appearance; £400.—Simpsons Motors, American Car Specialists. Tel. Wembley 5903. [4059

£750—Wolseley 14, August, 1946, black with brown leather upholstery, one owner, small mileage, in exceptional condition.—J. Davy, 9, Ocean Place, Earls Court Rd. Western 6493. [5364

1946 (Sept.) Wolseley 10hp, black, really immaculate and carefully used, one private owner, just over 20,000 miles, fitted new Dunlops 2 weeks; offers £560.—Heydon, Kensington 8234. [4711

1936 25hp Wolseley limousine 7-seater with division, reconditioned engine, suitable for hire work; £400.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2681-2. [5323

1938 Wolseley 14, very clean inside and out, colour blue, one owner since 1939, open to any examination or trial; £395.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5027

£245—1936-7 Wolseley 14 de luxe saloon, whole car mechanically rebuilt, repainted and in new condition throughout; terms, exchanges.—Great Western Motors, 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [4391

1947 (Oct.) Wolseley 8 saloon, in beautiful condition, black coachwork, brown upholstery, we supplied this car new and have maintained it since; £575.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4383. [5183

1937 Wolseley 18 de luxe 4-door saloon, black, sliding head, brown leather, easy-clean wheels, 3 new tyres, completely overhauled in 1947 and engine rebored, A.A. report available; £275.—Pengelly, 8, New Court, Lincoln's Inn, W.C.2. Chancery 7451. [5413

TANKARD & SMITH, Ltd., offer 1939 Wolseley 14 saloon, in blue with dark blue upholstery and carpets, whole car in much above average condition for age, any trial; £455; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [4697

NAYLOR & ROOT, Ltd.—1948 Wolseley 12 saloon, black, brown hide upholstery, 8,000 miles, equal to new throughout; £855; three months guarantee. Choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Open 9-6 each week-day including Saturday. [5004

LIMOUSINE 1947-8 (£10 tax) partitioned black 25hp, forward occasionals, radio, heater, mileage negligible, carefully maintained, £1635. Below.

LIMOUSINE 1938/21hp 7-seater, partition, leather throughout, black, private. £595. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [4986

Wolseley Cars Wanted

CASH immediately for good Wolseley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5297

POST-WAR Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

Wolseley Cars Wanted

RSR

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

SELL your Wolseley to us, good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6571

WEYBRIDGE AUTOMOBILE, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 235. [0540

BLAKE'S, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7757

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-3941. [3397

Wolseley Spares and Service

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0386

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

SPECIALISED repairs and service for all Wolseley models.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [9124

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1947 Ford 5cwt van, cellulosed black, mileage 21,000; £395.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8636. [5224

1949 Fordson Ten van, 7,000 miles, perfect condition, owner driven; best ever £500.—Clarke, Fruiterer, 7, Chester St., Saltney, Chester. [4703

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COMMERCIAL bodies, specially designed for customers' requirements, finest workmanship and reasonable cost with favourable deliveries.—Reall (Coachbuilders), Ltd., Popes Lane, Ealing, W.5. Tel. Ealing 4224. [0116

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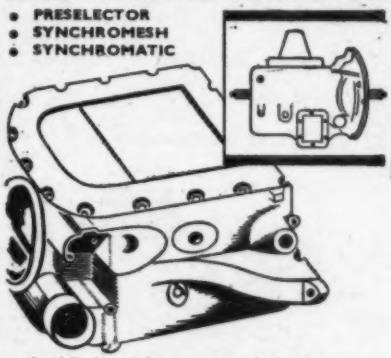
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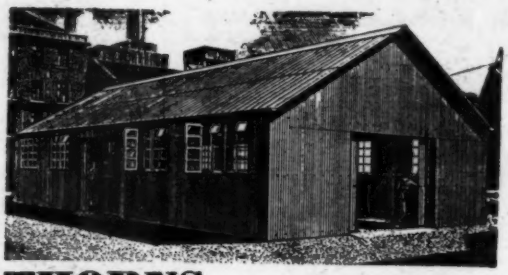
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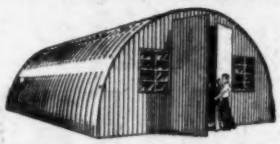
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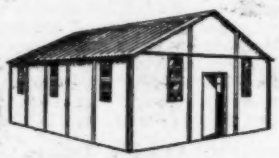


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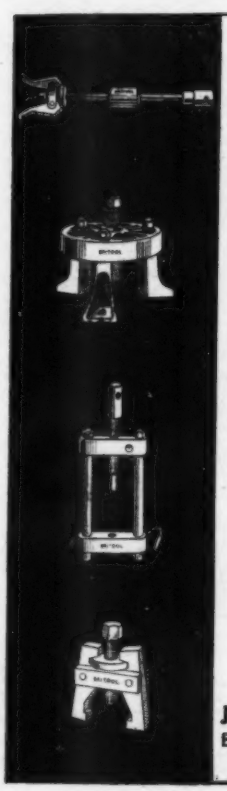
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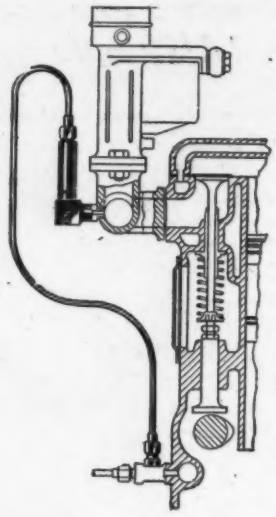
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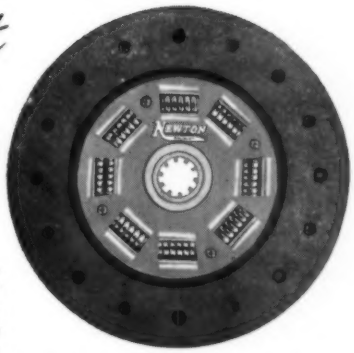
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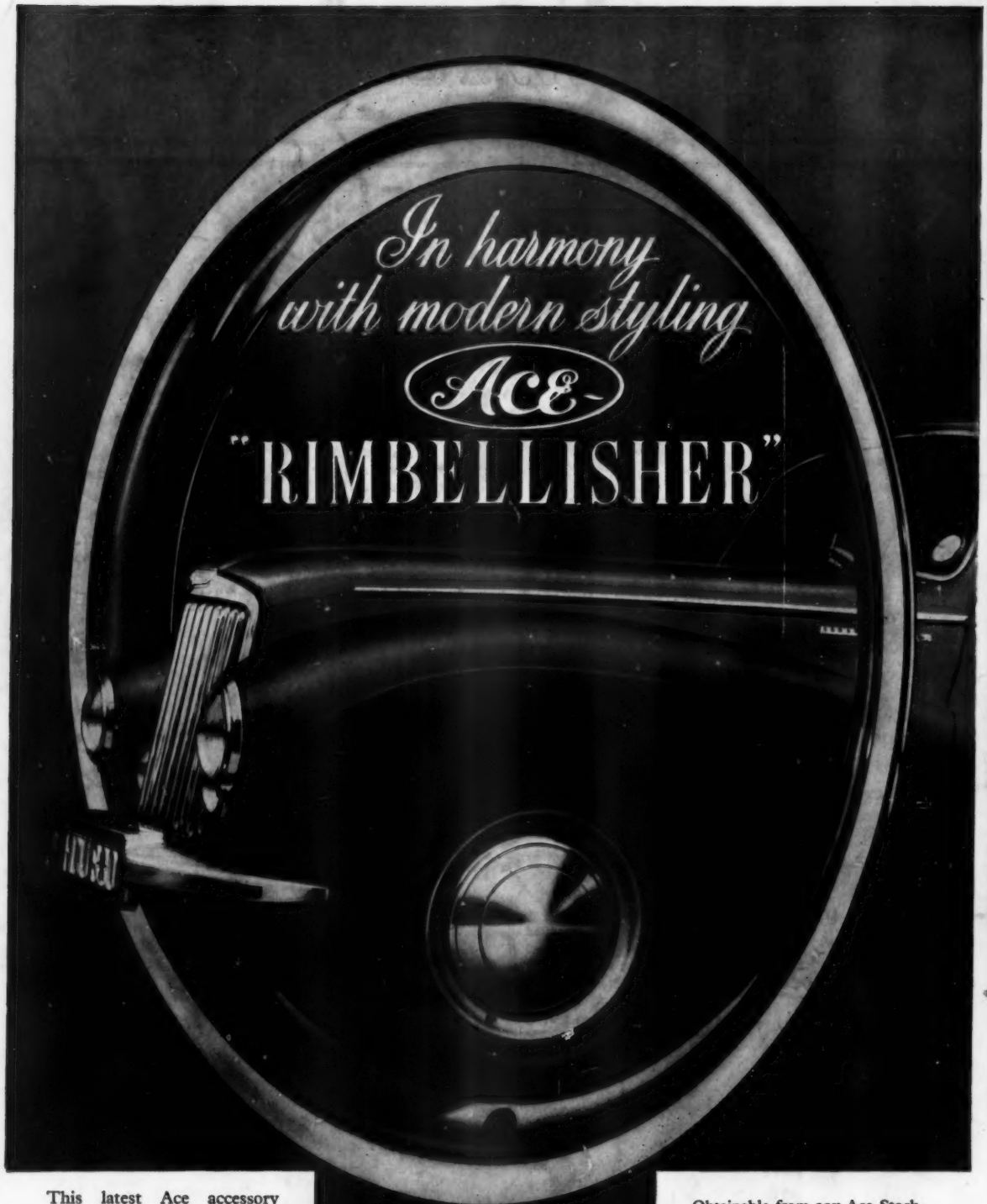


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